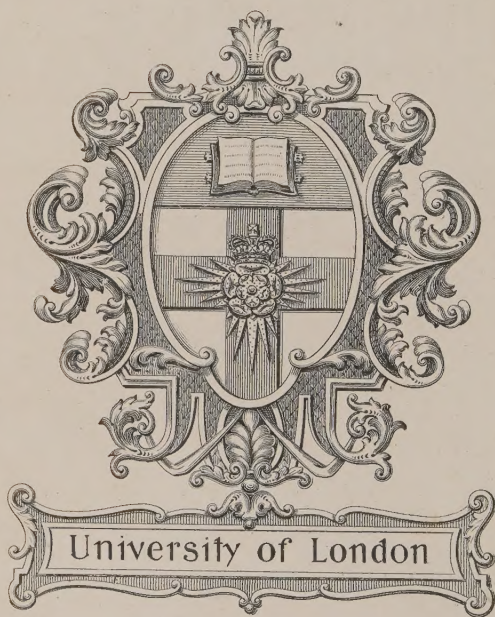
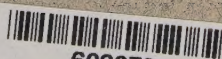


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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

— (30.) —

COMMERCIAL REPORTS—*continued.*

Session

5 February — 21 August 1867.

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COMMERCIAL REPORTS

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HER MAJESTY'S CONSULS,

IN 1867.

*Presented to both Houses of Parliament by Command of Her Majesty,
JULY 1867.*

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1867.

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A U S T R I A .

RAGUSA.

Report by Mr. Consul Paton on the Trade of Ragusa for the Year 1866.

THE year that has elapsed may be pronounced a much worse one than any Ragusa has seen for a considerable period. First the war brought about a considerable disturbance of trade navigation and credit. It is true that, thanks to the humane usages of modern times, there was no blockade or serious and prolonged interruption of communications; but the expectation that such an interruption might occur paralyzed such little mercantile enterprise as is here, and although the Lloyd's steamers never ceased to run, correspondence was usually transmitted by the land post. The Agio rose from 7 over par to 40, and after the war fell again to 26. These oscillations brought a great derangement into calculations, compelling merchants to leave so large a margin for accidents in all transactions that prices rose to a height most inconvenient to persons of fixed income.

The climax to these unfavourable circumstances was a deplorably deficient olive crop, the berries being yellow, wrinkled, and desicated with a great excess of fibrous and oleaginous properties, so that the distress among the proprietors has reached its acme. Olive grounds are not like corn lands, which maintain a relative equality of annual production, and are still less like pastures, which are more equal in annual value. Olive grounds in this country are more like mining property, one year they pay 12 or 15 per cent. interest on the price of land, and next year there is perhaps a deficit to be made up, consequently very few proprietors have the capital to tide over three or four disastrous years until the good years come, when the oil is so abundant that it is difficult to find casks for it.

It is the circle of Ragusa that has this year suffered so severely, as it depends so exclusively on the olive. The other circles of Dalmatia, Spalato, and Zara, which have grain and wine, have not suffered to anything like the same extent. Even Cattaro is not financially so ill off as Ragusa.

The result of this disaster is apparent in the tabulation of the quantities of oil exported from Ragusa and Gravosa during the last two years.

VALUE of Olive Oil exported from Ragusa-Gravosa to Foreign Countries, and to Austrian ports outside the Dalmatian Customs area.

				1865.	1866.
				£	£
To Austro-Illyrian Coast	..	..		38,253	13,427
„ Venice	..	..	..	4,860	1,503
„ Croatia	..	..	..	21	411
„ Foreign Countries	..	..	..	921	99
Total	..	..		44,055	15,440

In other words, last year's exportations of the staple product were about one-third of the usual quantities. The result of this deficit is that both

proprietors and peasants have been in the hands of the money lenders; indeed, it is feared that the olive, like the vine and the orange, is going through a period of malady, from a parasitic deleterious sub-vegetation. Under these circumstances the Government, at the instance of the local authorities, has suspended distraining for the land tax.

Ragusa being the satellite of Trieste, the direct exports to foreign countries have always been small; but, small as they have been, late years show a gradual diminution.

VALUE of the Foreign Imports into and Exports from Ragusa and Gravosa during the last five years, in British money.

	Imports.		Exports.	
	£	s.	£	s.
1862	69,872	2	9,828	8
1863	76,704	0	6,785	0
1864	41,741	0	4,273	0
1865	24,089	0	3,516	0
1866	27,936	0	2,116	0

If we turn from the coast to the interior, the state of affairs is far from promising. It is true that the cattle murrain in the Herzegovina has ceased; but in the uncertainty as to what may befall the Ottoman Empire, or how soon the frontier of Montenegro may be in a state of war, the bazaars of Trebigne, which are supplied from Ragusa, have done very little business since the Oriental question has been in a menacing state; and the very few importing houses of this place are more disposed to call in arrears than to keep open accounts in the Herzegovina.

The chief article of British import continues to be coal, all from Swansea and Cardiff; and from here the British ships went for return cargoes to Corfu, Zante, and Patras, the coal import period of Ragusa being made to suit the currant export of Greece and the Ionian Islands.

The British Imports into, and Exports from, the ports of Ragusa-Gravosa have been the following during the last five years:—

	Imports.		Exports.	
	£		£	
1862	9,322		690	
1863	8,092		..	
1864	8,674		..	
1865	6,195		..	
1866	9,386		..	

I give in the following tables the general totals of imports and exports of each country, and also the quantities of the principal articles that figure in export and import.

GRAVOSA.—Gross Value of Imports and Exports from and to Foreign Countries.

Countries.	Imports.	Exports.
	Florins.	Florins.
Great Britain	93,861	..
Turkey	46,494	8,360
Naples	3,213	468
Greece	420	..
Prussia	3,122	..
Total.. ..	147,110	8,828
In British Money ..	£14,711	£882 16

RAGUSA.—Gross Value of Imports from, and Exports to, Foreign Countries.

Countries.	Imports.	Exports.
	Florins.	Florins.
Turkey	110,346	9,371
Naples	13,830	1,710
Greece	6,360	1,255
Papal States	1,914	..
Total.. ..	132,450	12,336
In British Money ..	£13,245	£1,233 12

GRAVOSA.—Value of the Principal Articles Imported from Foreign Countries.

Articles.	Britain.	Turkey.	Naples.	Papal States.	Total.
	£	£	£	£	£
Coal.. ..	9,300	..	..	..	9,330
Indian Corn	..	6,180	..	..	6,180
Flour.	..	2,498	..	..	2,498
Semola	..	825	..	..	825
Onions	..	..	93	132	225
Oats.. ..	..	114	..	..	114
Wine.	..	..	75	..	75

VALUE of the Principal Articles Exported from Gravosa in 1866.

Articles.	Turkey.
	£
Salted Meat	228
Olive Oil	99
Wine.	160

RAGUSA.—Value of the Principal Articles Imported into Ragusa in 1866.

Articles.	Naples.
	£
Oranges	421
Wine	153
Indian Corn.	100

VALUE of the Principal Articles Exported from Ragusa in 1866.

Articles.				Turkey.	Naples.	Greece.
				£	£	£
Wax	..	..	..	211	..	..
Hides	..	..	..	..	136	..
Wool	..	..	..	..	..	85

VALUE of Imports from, and Exports to, the coast of the Austrian Empire outside the Dalmatian Customs area, in 1866, in British money.

PORT OF RAGUSA.

Countries.				Imports.	Exports.
				£	£
Austro-Illyrian Coast	..	..	..	39,472	10,553
Venetia	..	..	..	420	..
Civil Croatia	..	..	..	28,730	19
Military Frontier	..	..	..	2,332	..
Total	..	..	..	70,954	10,572

PORT OF GRAVOSA.

Countries.				Imports.	Exports.
				£	£
Austro-Illyrian Coast	..	..	..	109,928	51,692
Venetia	..	..	..	10	1,511
Civil Croatia	..	..	..	42,420	612
Military Frontier	..	..	..	197	..
Total	..	..	..	152,555	53,815

The above shows that the bulk of the business is transacted at Gravosa, rather than Ragusa, in the proportion of about 5 to 2, taking imports and exports together. At the other end of the Adriatic it is of course Trieste, which is the chief factor in the sums that stand for "Austro-Illyrian Coast."

The principal articles and their values, composing the bulk of the totals of trade with these Austrian coasts, outside the Dalmatian Customs area, were the following in 1866 :—

Imports at Gravosa.				Exports at Gravosa.			
Articles.		Value.		Articles.		Value.	
		£				£	
Cotton Cloths	.. ..	30,450		Olive Oil to Austro-Illyrian Coast	.. ..	9,367	
Woollen "	.. ..	24,700		" Venetia	.. ..	1,503	
Manufactured Tobacco	.. ..	16,950		" Civil Croatia	.. ..	411	
Leaf "	.. ..	5,194		Total	.. ..	11,281	
Flour	.. ..	2,726		Salted Meat	.. ..	10,683	
Dressed Leather	.. ..	2,448		Raw Hides and Skins	.. ..	4,875	

The principal items of import at Ragusa from the Austro-Illyrian coast were in 1866: manufactured tobacco 26,040*l.*, flour 5,028*l.*

The principal items of export from Ragusa to Austro-Illyrian coast were: olive oil 4,060%, raw hides and uncurried skins 1,870%.

BRITISH and Foreign Shipping at the Port of Ragusa in 1866.

Nationality.	ENTERED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	..	..	..	..	..	..
Neapolitan	35	643	3	36	38	679
Turkish	15	564	1	17	16	581
Papal States	2	103	..	..	2	103
Greek	14	467	1	21	15	488
Total	66	1,777	5	74	71	1,851
Nationality.	CLEARED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	..	..	..	..	..	..
Neapolitan	10	296	29	421	38	717
Turkish	2	115	10	370	12	485
Papal States	..	..	..	..	..	..
Greek	1	30	18	527	19	607
Total	13	491	56	1,318	69	1,809

BRITISH and Foreign Shipping at the Port of Gravosa in 1866.

Nationality.	ENTERED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	7	1,110	..	..	7	1,110
Neapolitan	11	336	2	80	13	416
Turkish	1	20	2	19	3	39
Papal States	4	196	..	..	4	196
Greek	6	764	2	62	8	826
Sardinian	..	..	3	19	3	19
Total	29	2,426	9	180	38	2,606
Nationality.	CLEARED.					
	With Cargoes.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
British	..	..	7	1,110	7	1,110
Neapolitan	7	270	6	193	13	463
Turkish	..	..	3	39	3	39
Papal States	4	203	..	..	4	203
Greek	3	145	4	652	7	797
Sardinian	..	..	3	19	3	19
Total	14	618	23	2,013	37	2,631

The war suspended the discussion of projects of railways, but the Government has at length made up its mind as to what is to be done, and I see by the last accounts that the three delegated engineers are now (April 1867) in Zara, after having surveyed a part of the line. From Carlstadt on the South-Austrian railway, a line is to go through the Military Frontier and over the Velebich to Knin, thence a branch will go to

Zara, and another branch to Sebenico and Spalato. As in the case of the Crown Prince Rudolf's railway, the State will give a guarantee for a certain rate of interest, and as railways are now executed in Austria with great rapidity and skill, the province will soon have a connection with Croatia and Vienna. Ragusa is not spoken of in this project; but if the Croat railway was finished to Knin the easy and natural continuation would be down the valley of the Cetinje by Verlicca, Siga, and Almissa, which is the part of Dalmatia most capable of improvement and enlarged production. The coast of this province is generally rocky and barren, and little can be made of sterile slopes which have had their soil washed down from them, except as vineyards, and these require much outlay for enclosing and terracing. But in the valley of the Cetinje there is much alluvial soil, which requires only drainage and a market to become most productive. The coast district has had for many years a steam communication with Trieste, but from want of markets and communications the valley of the Cetinje is in a very backward state, for to this want of outlets we must add the rude condition of the Morlack peasantry of the interior, which is far below the coast standard. In the circle of Spalato the efforts to civilize the Morlack by schools and the clergy have hitherto been attended with small success, and in the circle of Zara brigandage on a small scale, and agrarian outrage have never been extirpated. Every year we read of some attempt on the life of a landed proprietor collecting his rents, or of vines cut down in the night time; or of the so-called "malventi," or outlaws having no fixed abode on whose heads a price has been set by the legal authorities. New markets and communications, with the consequent rise of wages and increase of wealth, are the surest methods of effecting this much desired social reform.

But the future of the magnificent harbour of Gravosa lies elsewhere than in the Dalmatian lines, as I have had more than once occasion to remark. The concession of the Semlin-Fiume line has not yet gone through its definitive stage, owing to obstacles which it would be out of my way to discuss, but when this railway is completed, it is not for a moment to be doubted that the Broad branch will cross the Save, and ascend to Serniero, which is the first great station on the way to the mouth of the Adriatic. The strong current of capital, of technical skill, and of energy which is now taking the direction of railway construction in Austria, will no doubt be rapidly extended to the adjoining countries, with their prodigious mineral resources, so as to make the future Turkish lines the southern termini of the Austrian and Hungarian ones.

It is possible that the projects now coming upon the money market of Vienna with such frequency and such alluring prospects, may meet a check. The annual accumulations in Austria, with her industrial, agricultural, and mineral resources, are no doubt large; but the Crown Prince Rudolf's Railway, with a state guarantee of nearly 10 per cent.; the Transylvanian Railway with a guarantee of 9 per cent., coming after the State Domain loan, and the City of Vienna loan; make a question of whether there should not be great caution used in erecting a fabric of financial engagements out of all proportion to the base of real accumulation of capital. In the case of the Transylvanian Railway, although the common stock offers 9 per cent., and the preference bonds 8 per cent., not two-fifths of the ~~se~~ have as yet been taken up.

But whatever political or financial delays may supervene, there can be no doubt of the completion of the great Austro-Hungarian reticulation of railways within a few years, and the immense dormant mineral wealth of Bosnia is too close to this reticulation to allow me to doubt of its finding an outlet both towards the Save and the Adriatic, to the advantage of the revenue of the Sultan. Fiume will no doubt have for a series of years the

pre-eminence both in the export of Hungarian produce, and of Bosniac timber and minerals, and, along with Trieste, the first fruits of the impetus to import under the free trade system inaugurated by the English and French treaties. But the natural advantages of Gravosa in its incomparable harbour (neither cut off as Plek is by the peninsula of Sabincello from direct connection with, and proximity to, the outer Mediterranean, nor shut in as Cattaro is, so as to have an inconvenient access to the countries inland) are so great, that a magnificent revival of the prosperity of Ragusa appears to me to be certain, if the said communication be established.

Ragusa, May 1, 1867.

C H I L I.

CALDERA.

Report by Mr. Vice-Consul John Josh. Murray, on the Trade of Caldera and other places in the Province of Atacama, Chili, during the Year 1866.

CALDERA is the chief port in the province, and is distant fifty miles from the city of Copiapó, where the Intendente resides. The other ports are Obispito, Flamenco, Chañaral, Pan de Azucar, Taltal, Paposo, and Cobre, northwards of Caldera, those to the South belong to the Vice-Consular District of Huasco. Chañaral is next in importance to Caldera, on account of the rich copper mines in that district.

Population.—According to the census taken in 1865, the province contained 78,648 inhabitants.

Caldera is the port where the contract packets and other steamers of the Pacific Steam Navigation Company take in their supply of coal alongside the Mole, which has sufficient depth of water for vessels of 2,000 tons to load and discharge.

Import Trade from Great Britain consists chiefly of coals, iron, and machinery for the railways and smelting works. Manufactured goods, such as cotton stuffs, woollens, silks, &c., are brought from Valparaiso by the Pacific Company's steamers or in coasting vessels; some part of these goods are ultimately conveyed across the Cordillera into the Argentine Provinces.

Silver Mines.—The produce from the mines has been more or less stationary during the year, for, although Chañarcillo (the chief mining district) has fallen off in produce, the district of Lomas Bayas, having now several rich mines in its neighbourhood, may be considered to make up fully for the deficiency.

Most of the silver, which formerly was shipped in the ore, is now exported in the shape of bar silver. This change has been brought about by an improved system of amalgamation. Formerly none of the ore which contained either arsenic or antimony could be made available on the spot, but had to be conveyed to Europe in order that the silver might be extracted. Within the last twelve months the system employed in Europe has been introduced in a modified form, and with such successful results that hardly any silver remains in the ore after the operation has been gone through. Owing to this improvement in the system of amalgamation, not only the miner is a gainer by not having to pay carriage from the mines and sea freight on ore, which frequently contained but a very small percentage of silver, but likewise a great deal of ore, which would not bear removal from the mine, can now be amalgamated on the spot.

Copper Mines.—During the past year the production of copper ore in this part of the province has fallen off considerably. In some localities this is due chiefly to the condition of the mines themselves, whilst in others the cause can be traced to the effect produced by the reduction of operations during the blockade.

All mining operations have however been prejudicially affected by the low prices which have been ruling for so long a time for all descriptions of copper produce.

Agriculture.—Regarding this industry, carried on in the Copiapó Valley (running up to the Cordillera), it may be said that it has been very seriously affected by the drought which has afflicted the province. The produce of cereal and other crops of the farms have suffered both in quality and quantity, the latter probably to the extent of 30 or 40 per cent. Many farms having lost whole fields of barley from want of water to keep the plants alive; the cultivation of the ground in the valley being dependent on the supply of water which the river running through it affords for irrigation, and this, on its part, is dependent on the fall of snow in the Cordillera, from whence it takes its source. There have been now three or four what are called here “bad (dry) years” in succession, but the last has been the worst of all, the river having been more reduced than ever it has been before.

The quantity of land at present thrown out of cultivation by the extreme scarcity of water is very considerable, and the consequences to the farmers and consumers of farm produce can be easily imagined.

Copiapó Railroad.—An extension of this line from its terminus at Pabellon to San Antonio, about $20\frac{1}{2}$ miles, was commenced in 1865, but the work having been interrupted by the war with Spain, was only finished in February, 1867. The cost of the extension, inclusive of rolling-stock, has been 810,000 dollars, which has been added to the capital of the company. On the 31st December, 1866, the whole capital was 3,000,000 dollars, divided in 6,000 shares of 500 dollars each. Of these, 1,715 shares are registered in London. A considerable number of the shares registered in the company's office at Copiapo, are also owned by British subjects, so that it is calculated British capital to the extent of 1,500,000 dollars is invested in this company.

The receipts of the railroad during 1866, were 663,865 dollars, and the expenditure 422,000 dollars. The dividends paid in all 330,000 dollars, equal to 11 per cent. on capital.

Carrizal Railroad.—Another line is being constructed from Carrizal to the important mineral district of Cerro Blanco. By this railroad the district mentioned will have direct communication with the coast at Carrizal Bajo, distant about 70 miles, whilst at present the only access to it is by a different route, 110 miles in length, part of this being traversed by a railway, and the remainder by a cart road, forming about one-third thereof. The new line starts from the inland terminus of the Carrizal Railway at Carrizal Alto (taking the name of Cerro Blanco Railway), passing chiefly through desert country. Other parts, however, although equally uncultivated, promise to give a tolerable supply of copper minerals by the facilities which the railway will afford for the working of the mines. The line is expected to be completed and opened throughout for traffic before the end of the present year.

Smelting Works.—There are five in this part of the province, three are situated higher up the valley than Copiapó, and two in Caldera, one of which, the Copiapó Smelting Company, has stopped operations since the commencement of this year, in consequence of the unfavourable state of the copper market in the United Kingdom.

The ports of Chañaral, Pan de Azucar, and Taltal, have each a smelting establishment.

Four of the above-named smelting works are owned by British subjects, two by other foreigners, and two by Chilian citizens.

Amalgamating Works.—There are five of these establishments in Copiapó, and two higher up the valley.

British Capital.—A return of British capital invested in sundry undertakings within this Vice Consular district, was transmitted with the Report for the year 1864, showing the total amount of 4,739,000 dollars;

at the present time, however, 5,000,000 dollars would be a more correct estimate. Shares in the Copiapó Railroad, and the erection of the smelting works at Chañaral having taken place since that period.

RETURN of British and Foreign Shipping at the Port of Caldera, Chili, during the Year 1866.

Nationality.	Entered.		Cleared.	
	Number of Vessels.	Tonnage.	Number of Vessels.	Tonnage.
British	200	194,910	192	190,865
United States	81	20,212	79	18,655
Italian	39	9,859	38	9,484
Prussian	13	3,813	13	3,813
French	5	2,324	5	2,324
Hamburgh	2	540	2	540
Bremen	1	837	1	837
Danish	1	343	..	..
Colombian	3	544	3	544
Buenos Ayrean	2	701	2	701
Bolivian	1	130	1	130
Hawaiian	1	195	1	195
San Salvador	4	1,513	3	1,033
Total	353	235,921	341	229,121

Of this number 102 were merchant vessels (including 20 with "Provisional Register," in consequence of the blockade of the Chilian ports), the remainder were the contract packets and other steamers belonging to the Pacific Steam Navigation Company. In consequence of the war with Spain all the Chilian merchant vessels have taken American, Italian, Prussian, &c. colours, in consequence three-fourths of the vessels herein enumerated under those colours are merely coasting craft.

RETURN of the Exportation of Mineral Productions at Caldera and adjacent Ports in the Province of Atacama, Chili, during the Year 1866.

	Great Britain.	United States.	Total.
Bar Silver marks	172,994	..	172,994
Silver Ores quintals	52,982	..	52,982
Silver and Copper Regulus	16,214	..	16,214
Copper Regulus	260,894	50,997	311,891
Copper Ores	213,088	43,154	256,242
Bar Copper	16,980	..	16,980
Approximate Total Value \$	5,412,379	462,903	5,875,282

Caldera, March 26, 1867.

DENMARK.

COPENHAGEN.

Report of Mr. Vice-Consul A. de C. Crowe on the Commerce of Denmark.

THE Danish Rigsdag have recently passed two laws altering the system hitherto pursued with respect to the registration and measurement of native vessels.

The changes introduced by these new legal enactments are so radical, and so completely alter the system hitherto adopted, that I feel sure it will be of interest to our ship owners to be at once made acquainted with them.

As it is probable these facts may not yet have been brought under the notice of the Board of Trade, I have made a translation of the laws in question, which are appended hereto.

Both these laws come into operation on the 1st of October next.

The first one, relating to the registration of ships, specifies the qualifications required to entitle vessels to sail under Danish colours, and lays down the rules to be observed by them for making good their nationality in foreign ports. A new set of instructions to meet these changes, and especially with reference to the purchase and sale of ships abroad by Danish subjects, is about being framed for the guidance of Danish Consular Officers.

The law relating to measurement is framed, so far as the so-called "complete measurement" is concerned, almost entirely in accordance with the principles laid down by our Merchant Shipping Act of 1854, and the later supplementary amendments thereto. Future measurements will be taken with a corresponding reduction into English measure, and tonnage computed in English "register tons." The incomplete or provisional measurement will only be applied when cargo or other circumstances render the complete method inadmissible; the Danish method in these cases giving a more accurate result.

The system at present followed in Denmark dates from 1829, and is based on the principle that the tonnage of a ship is equal to the bulk of water displaced by the sinking of the ship from the water line in the empty state, to the water line when loaded, and although experience has shown that sections and drawings are necessary in order to arrive at correct conclusions, and that capabilities of stowage vary greatly from the tonnage thus fixed, and complicated calculations and tables are had recourse to, to obtain a satisfactory result, yet the Danish has hitherto been considered as the best known method, and was adopted by Norway in 1845, by Bremen in 1853, by Oldenburg in 1856, by Prussia in 1862, and by Hanover in 1863, and is now recognised in most North German seaports.

The great improvements introduced during the last ten years in ship-building, and the more general application of steam, have greatly impaired the efficacy of this system, which was framed to suit the older constructions. The Danish Government have not been slow in recognising its faultiness, and, notwithstanding its admitted superiority over all other methods but the English, decided on a total revision, and, as just stated, have taken the English system as their model, fully convinced of its advantages.

The importance of correct measurements for shipping in general, and especially of a method which as far as practicable will give a uniform relative result for all kinds of ships, cannot be overrated ; and any step tending to introduce an "Uniform International Standard" merits earnest consideration.

The evident object of the Danish Government in making these reforms is (besides arriving at more correct results), to relieve their shipping from delays and restrictions, with a view to render easier their commercial intercourse with foreign nations, and more especially with Great Britain, with which country a lively and yearly increasing trade is being carried on.

This Government is anxious to have their new measurement system recognised in England, so that an English and a Danish certificate may be valid in either country, and that tonnage and other local dues charged in relation thereto, may be levied in their respective ports without any fresh measurements being required ; and I am informed that an official application with this view will shortly be made to our Government.

According to the present system, as you are aware, every British vessel discharging cargo has, on its first arrival in a Danish port, to be measured by the Customs officials, and receives a Danish certificate, according to which dues are charged.

When one considers that from 600 to 700 British vessels annually visit this port alone, and that a great part of them have to submit to this formality with its attendant loss of time and expense, it appears to me that the endeavour of the Danish Government is a laudable one, and worthy of the serious consideration of the Board of Trade, for I believe that a system of reciprocity in this respect would meet with the approval of our ship owners.

Should our Government recognise the Danish certificates, their example will most probably be followed soon by Norway and Sweden, in which surmise I am borne out by a "resolution" passed at the Scandinavian Social Science Congress, held at Gothenburg in 1863, to the effect that "A system of ship's measurement should be adopted by the three kingdoms in conformity with that of Great Britain," and by the fact that a commission was subsequently named to report on the subject.

In the United States, where the system is, I believe, analogous to ours, their admission may be expected ; and the Danish Government contemplate, I understand, taking early steps to obtain their recognition.

The recent territorial changes in Europe have so greatly weakened this country and diminished its importance, that the preservation of the numerical strength of its merchant fleet, and of the superiority of its sailors, is looked upon as a political necessity quite as much as a commercial axiom : as a heritage and source of power and national prosperity it behoves the country to preserve and improve.

Imbued with the conviction that, although a numerous fleet of trading steamers may keep up a livelier and more remunerative commercial intercourse between their own and foreign ports than sailing ships can ever do, steam shipping does not tend to improve the hardy race of mariners their island kingdom has hitherto been renowned for, but on the contrary deteriorates the quality of the sailor both as regards seamanship, discipline, and power of endurance, they are therefore looking abroad for opportunities of participating more largely in the foreign coasting trade, for which their quick sailing, well built, sail ships appear suited, and the removal of restrictions, and increased facilities of intercourse are for them of paramount importance.

Copenhagen, April 24, 1867.

LAW RELATING TO THE REGISTRATION OF DANISH VESSELS.

We, Christian IX, by the Grace of God, King of Denmark, the Goths, and Vandals; Duke of Schleswig, Holstein, Stormarn Ditmarsh, Lauenburg, and Oldenburg.

Maketh know: The Rigsdag have passed, and We have sanctioned, the following Law:—

Sec. 1. To entitle a ship to carry the Danish flag, its owner, or owners, must have or acquire the right of Danish nationality, either by right of birth, or by having become a Danish citizen in virtue of a fixed domicile in Denmark.

If the ship is owned by a share company, the latter shall be subject to Danish law, and its board of directors have domicile in Denmark, and be composed of shareholders who fulfil the above required conditions.

Sec. 2. A register shall be kept of all ships which are entitled to carry the Danish flag, and which have been measured according to the law of measurement. After entry in the register, a document shall be delivered (certificate of registry and nationality), which, so long as it remains in force, shall, in conjunction with the marks (sec. 3) affixed to the ship, serve for and be sufficient to identify it in all cases where the question of its nationality and identity may arise.

Besides the above-mentioned document, every registered ship shall, both in time of peace and war, be provided with a list of the crew (ship's articles), a Customs clearance, besides the necessary papers relating to the cargo.

Ships of less than 20 tons burthen, engaged in the home coasting trade, are exempt from carrying the certificate of registry and nationality. They shall be entered on a separate register, and only receive a certificate of measurement, the form of which shall be decided by the Commissioners of Customs.

Such vessels, however, may, on application, be entered on the principal register, and upon conforming to the provisions of the present law, obtain a certificate of registry and nationality.

Danish trading vessels shall hereafter only be entitled to carry the ordinary Danish flag, as specified in the Regulation of the 11th July, 1748, sec. 1.

Sec. 3. All ships registered according to sec. 2, shall have the mark of nationality, D. E. (Dansk Eiendom, *id. est.* Danish property). The tonnage and registered letters permanently and legibly marked on the main-beam in the after part of the main-hold, or, if this cannot be effected, on another conspicuous and suitable spot.

When these marks no longer exist, the ship cannot be recognised as a Danish registered vessel.

Sec. 4. The registration of ships shall be under the control and superintendence of the Commissioners of Customs, and shall be effected in specified registration districts, the extent of which the Commissioners shall limit; in Copenhagen by a special register, out of Copenhagen by the local Customs authorities, whose jurisdiction shall be fixed by the Central Commissioner, and at the Feroe Islands by the District Sheriff.

The Copenhagen Registrar shall keep a general register of all ships registered in the kingdom, and issue the certificates of registry and nationality required by sec. 2.

Sec. 5. The ships belonging to each district shall be entered on the district register, in consecutive series and running numbers.

Ship owners may have their ships registered in which ever district they please ; the ship shall be considered as belonging to this district.

Sec. 6. All registered ships in the kingdom shall be entered in the central register in consecutive order, and with running letters.

The letters a ship thus obtains in the central or head register, and which are unchangeable so long as the registration remains valid, shall be the registration letters of the vessel, and shall be marked on it.

Sec. 7. The register books, the central as well as the district registers, shall contain the following particulars, viz. :—

1. The ship's registration letters, name, port of registry, and place where built.
2. Description of ship, mode of construction with details, and its principal dimensions.
3. The ship's tonnage, with a statement of the method followed in calculating it.
4. The name of the registered owner or owners, their rank or profession, and title. When there are several registered owners, a statement of their relative part shares in the ship shall be given. If the ship belongs to a company, its name, place of business, and managing owner's name shall be inscribed.

The day and year of the registration of each ship shall be inscribed in the register book.

Sec. 8. When a registered ship is taken off or erased from the register book, a dated entry of the circumstance shall be made in it explaining if it has ceased to exist, has lost its right of nationality, or has been transferred to another registry district (secs. 16, 17, and 19).

Sec. 9. The owner of every ship that is to be registered must personally, or through an authorised agent, give written notice thereof to the Registrar of the district to which the vessel belongs, or if at the time when the registration is to take place, the said vessel is in another district to the Registrar of such district.

This notification must be accompanied by the following proofs :—

1. Builder's certificate, and for so much as the ship is foreign built, of bill of sale, or other documents in proof of the transaction whereby it became Danish property, as well as a receipt for the payment of the import dues. These documents must be produced in the original and in copies, which latter will be retained in the archives of the register office.
2. One of the ship's owners, or owner, will make a written declaration upon honour, supported by the necessary proofs, to the effect that they or he are persons (as described by sec. 1) entitled to own a Danish ship. If the ship is owned by a Danish company, then one of its members must give the like declaration and proofs that they have complied with the requirements of sec. 1.

This declaration shall further contain an assurance that the certificate of registry and nationality thus obtained shall not be misused to procure for any other ship, or the same ship in possession of foreigners, the privileges of Danish nationality.

This declaration shall be signed by the owner, either in the presence of the registrar or before a public notary.

Should doubts arise as to whether persons are entitled to own Danish property, the party interested shall prove his eligibility by an attestation from the authorities at his place of residence.

In special case the central Customs authorities may make exceptions with respect to the proofs required, if satisfactory explanations through other channels are given.

Sec. 10. When the Local Registrar has drawn up the necessary statement with respect to registration and measurement, he shall send it in (with vouchers) without delay to the Central Registrar in Copenhagen. This latter shall check the measurements and examine the accompanying vouchers in proof thereof, and he may, if considered necessary, cause the ship in question to be wholly or partially remeasured, and fresh documents and proofs to be procured.

In virtue of the proofs thus collected, the ship shall be entered in the central register book.

Sec. 11. When the registration is effected, the Registrar-General shall issue a certificate of registry and nationality, which shall include the certificate of measurement and other details required by sec. 7.

The certificate shall be made out in the form required by this present Law.

It shall (together with the documentary proofs sent in) be sent without delay to the Local Registrar, who, thereupon, shall make the necessary entry in the local register book (sec. 5). After having caused the mark of nationality, D. E., the tonnage, and registry letters, to be marked on the vessel, and the stamp duty has been paid, he shall deliver the certificate to the owner.

Before the ship clears, the registrar shall make an endorsement on the certificate of the master's name, and competency to command.

If at the time of registration the ship is not in the district where she is wished to be registered, the Registrar who has made out the certificate shall transmit to the Registrar of the district where she belongs the documents and informations required by sec. 9, to enable this latter to enter her in the register book of his district.

With respect to the Feroe Islands, the country or district Sheriff shall issue a provisional certificate of nationality, in the form to be hereafter specified by the authorities, and which shall be valid until such time as the Copenhagen Registrar-General issues a permanent document.

Sec. 12. The certificate shall always remain with the ship, and be produced at the Custom-house, as well as whenever required by the Danish civil, military, or consular authorities.

Every change or endorsement of the certificate by others than the Registrars or Consuls is prohibited, and may expose the holder to punishment, in some cases (according to circumstances) as for forgery.

Sec. 13. A ship built or purchased abroad for Danish account cannot be registered until she arrives in a Danish registry district.

Danish Consuls, however, upon receiving the documentary proofs required by secs. 1, 2, and 9, may issue provisional certificates of nationality, which shall remain in force until the ship's regular registration is effected.

Such provisional certificates of nationality shall contain the following particulars:—

1. Name and description of ship.
2. Time and place of purchase, together with name of the Danish owner, or owners, according to the bill of sale, or other title deed.
3. Captain's name.
4. The most accurate information as to her tonnage, build, and description which can be procured.
5. Duration of the certificate's validity.

A duplicate of such provisional certificate shall, immediately upon issue, be sent through the proper Government department to the Registrar-General in Copenhagen.

Such provisional certificate of nationality shall, however, only be

valid until the arrival of the ship at a Danish port, where it shall be delivered up to the Registrar, and, provided no special permission has been granted to the contrary by the Commissioners of Customs, shall in no case remain in force longer than two years from the date of its issue.

The master of a Danish registered ship, which is rebuilt abroad, may require the nearest Consular Officer to give him authority to retain his certificate of registry until arrival at a Danish port, where his ship can undergo examination as to whether the alteration made in her render the issue of a new certificate necessary.

Such authority cannot (unless under special circumstances) remain in force longer than two years.

Sec. 14. Every registered ship shall carry her own name and port of registry marked in light-coloured legible letters on a dark ground (or *vice versd*) on a conspicuous part of her stern.

Concealing or obliterating these names shall only be permitted in time of war, to escape capture by the enemy.

No ship shall be designated by any other than its registered name.

A registered ship's name can only be altered through change of ownership, and then only with the consent of the Commissioners of Customs, in which case a new certificate shall be made out, but the registration letters shall remain unchanged.

Sec. 15. On application to the Commissioners of Customs a new certificate of registry may be given, in which case the old one must be returned.

In the event of a certificate of registry being lost, a fresh one can be obtained, likewise, on application to the Customs authorities.

In all cases where a new certificate is given without remeasurement at the same time taking place, the applicant is only required to pay the stamp duty.

If the loss takes place abroad the nearest Consular Officer may give a provisional certificate (sec. 13), accompanied with special remarks explanatory of its issue. In this case the applicant shall make a declaration enumerating the particulars of the loss.

Sec. 16. If a registered ship is lost, broken up, or otherwise destroyed, the owner shall immediately give notice thereof to the Registrar of the port of registry of such ship, and deliver up to him the certificate of registry in order to have it cancelled ; or, when lost, explain why it cannot be returned.

If the ship is lost abroad notice thereof shall be given to a Danish Consul, and the certificate delivered to him.

The Consul shall then transmit these documents, with the particulars of the loss, to the proper Government department.

Sec. 17. Whenever any registered ship or share in a ship becomes vested in a person not qualified to be owner (sec. 1), the registered owner shall immediately give written notice of the transfer to the Registrar of the ship's port of registry, in order that the marks D. E. may be obliterated. He (the registered owner) shall likewise, within four weeks from the receipt of the notification of the transfer, give written notice of the transaction, and deliver up the certificate of registry to the Registrar aforesaid.

If the transfer has taken place abroad, the notification, together with the certificate and other ship's documents, shall immediately be sent to the Danish Consul, who shall cause the mark D. E. to be erased, and send the documents in question to his Government. At places where there is no Danish Consul the owner or master shall obtain a notarial certificate, to the effect that the mark D. E. has been obliterated, and transmit the

documents and certificate, as above mentioned, to the Registrar-General in Copenhagen.

If a registered ship or a share thereof, either by public sale or by inheritance, becomes the property of another, the authorities who have effected the sale or administered the estate (or, if abroad, the Consul) shall comply with the provisions of the law in these respects.

The above provisions apply to the case of a Danish ship condemned abroad as unseaworthy.

Sec. 18. Changes of ownership, whereby the right of carrying the Danish flag or any of the stipulations laid down in sec. 7 are not prejudiced or affected, shall, within four weeks after the transaction, be notified to the Registrar whom it concerns by the owner or new owner (according to circumstances—see sec. 9) in order that any necessary rectification may be made in the register book.

Change of ownership or master does not necessitate the issue of a new certificate of nationality, an endorsement of the circumstance on the original certificate will only be required.

When such changes take place abroad, the nearest Consular Officer shall make these endorsements, and, in case of change of ownership, report the circumstance.

When, on the other hand, a registered ship is so altered with respect to kind, burthen, or otherwise, that she no longer answers to the description embodied in the certificate of registry, the Registrar of the district she belongs to shall either endorse on the certificate the nature of the alteration taken place, or, according to circumstances, cause a new registration to be made, and issue a fresh certificate.

If the alteration takes place abroad, the nearest Consular Officer shall make the endorsement and report the case (sec. 13).

Every Registrar in the kingdom shall, without delay, report to the Registrar-General in Copenhagen all such changes that may have taken place in the ships of his district.

Sec. 19. When it is wished to transfer a registered ship from one district to another a written demand to this effect must be addressed by the owner or owners to the actual Registrar.

The original certificate shall, in this case, be sent in as soon as possible to the Registrar, in order that a fresh one may be issued.

Sec. 20. Copies of entries on the registers may be obtained, on application, for the charge of one rigsdollar for each ship inquired about.

On the same condition, legally certified copies of older or cancelled certificates may likewise be obtained from the Registrar-General in Copenhagen, as well as a statement of the reasons for giving the copy.

Sec. 21. In case an owner, on account of special circumstances, desires permission for an un-registered Danish ship to sail from one home port to another, the Customs authorities may, on application, give a pass or permit, which shall have the validity of a certificate of registry within the above-mentioned limits.

Sec. 22. Every act tending to procure the registration of a ship, without complying with the provisions of this present Law, shall, provided the nature of the act does not entail a heavier punishment, pay a fine of two rigsdollars for every ton of the ship's burthen.

Sec. 23. If, after the drawing up and delivery of a certificate of registry, it is proved that such document has been misapplied for an unauthorized ship, a fine of five rigsdollars for each ton of the ship's burthen shall be inflicted, and the offender shall still be liable to such further punishment as the nature of the offence might entail at ordinary criminal law.

Such certificate shall, by public notice, be called in and cancelled as soon as possible.

Sec. 24. A penalty of 50 rigsdollars shall be paid for the neglect to notify alterations which have deprived a ship of her right to carry the Danish colours.

If such neglect is intentional, with a view to use the certificate or a proof of nationality for an unauthorized ship, an additional fine of five rixdollars per-ton of the ship's burthen shall be paid.

Sec. 25. Neglect to return certificates of registry, as prescribed by secs. 16 and 17, without a sufficient reason, and without the enjoined erasure of the letters D. E. having been effected, shall be punishable by a fine of two rigsdollars for each ton of the ship's burthen.

Such certificate, if the ship still exists, shall be declared cancelled by public advertisement.

Sec. 26. The Commissioners of Customs shall fix the amount of fines inflicted according to secs. 22 and 25, and have also power to inflict penalties not exceeding 20 rigsdollars for breaches of this present Law not otherwise punishable, as well as for infractions of any later supplementary enactments.

Sec. 27. The registered owner or owners are personally liable for the payment of the above fines. With respect to share companies, each individual member shall be liable.

Sec. 28. Persons, not Customs officials or in the service of the Customs, called upon to pay fines may appeal to the ordinary Courts, in which case the Commissioners of Customs shall cause the matter to be tried as an ordinary police case.

Appeals on behalf of the Crown shall be instituted by the said Commissioners.

The fines fall to the Treasury.

Sec. 29. The Commissioners of Customs shall draw up the necessary instructions for the proper carrying out of the Law.

Sec. 30. This Law, a copy of which shall accompany the delivery of every certificate, comes into force on the 1st of October, 1867, after which date all previous enactments in contradiction to its provisions shall be annulled.

The provisions of the present law may, subject to such modifications as local circumstances may render necessary, and after the necessary negotiations with their legislatures, be made applicable to Iceland and the Danish West Indian possessions.

PROVISIONAL REGULATIONS.

Sec. 31. Vessels which, at the date of this Law coming into force, already are Danish property, and as such provided with the hitherto used mark of nationality, and entered in the hitherto used shipping register, but whose certificate of measurement is out of date, shall be registered according to, and comply with, the provisions of this present Law.

Vessels whose certificates of measurement have not yet run out may, on application to the Registrar, be remeasured and registered according to the regulations of this present Law, in which case the old certificates must be delivered up.

All parties interested shall comply with the preceding enactments.

Given at the Palace of Amalienborg the 13th day of March, 1867.

Under Our Royal Hand and Seal.

CHRISTIAN, R.

(L.S.)

C. A. TONNESBECK.

LAW RELATING TO THE MEASUREMENT OF SHIPS.

We, Christian IX., King of Denmark, &c., &c.

Maketh known: The Rigsdag have passed, and We have sanctioned, the following Law:—

Sec. 1. All vessels or boats belonging to any part of this country within the jurisdiction of the Customs, as well as at the Feroe Islands; also all foreign vessels not within the jurisdiction of the Customs (the Feroe Islands excepted), making entries at the Danish Custom-House, shall be measured, and their tonnage fixed, in the manner hereafter stipulated.

Exempted from this are:

1. Men-of-war and other vessels belonging to the Danish or foreign Governments which are not employed in the merchant service.
2. Foreign ships holding certificates of measurement issued at their respective ports of registry, and based upon a system of measurement in accordance with the principle of this present Law, provided however that reciprocity is given.

Other exemptions which circumstances may call for shall be decided by the authorities, and the Government is empowered, in case of reciprocity, and on the master's application, to exempt from measurement such foreign ships, whose home measurement is of such description that it will admit of reduction into Danish measure with sufficient accuracy; and for so much as the result is only to compute tonnage with respect to ships' dues.

Sec. 2. The survey and calculations shall be effected by the Customs authorities provided no special surveyor is, or may hereafter be appointed for the purpose. At the Feroe Islands they shall be effected by the District Sheriff, with the exception of the district of Suderö, where they shall be made by the Sysselmand (Chief District Officer).

Sec. 3. Measurement shall be calculated in Danish feet and decimals of feet.

Sec. 4. The tonnage of the ship ascertained by measurement shall be expressed in tons of exactly the same weight and capacity as the present English register ton.

Sec. 5. The measurement, the object of which is to ascertain as near as possible the cubic contents of all the available space in the ship, shall be effected in conformity with the complete measurement method laid down in Rule I.; only in cases where circumstances prevent this rule from being applied, the preliminary method treated in Rule II. must be applied. Thus the last-mentioned mode of measurement should in general be applicable only to ships which at the time of measurement are either wholly or partially loaded. In cases where special impediments render the complete measurement difficult, the Customs authorities shall decide as to how far or not it shall be carried out.

Sec. 6. Rule I. That deck, which, in ships with only two decks, is the uppermost, and which in ships with more than two decks is the second from below, is called "tonnage-deck." The space below this deck shall be considered and measured as a whole. If there are several decks, the spaces between them shall be measured separately.—Spaces existing on the upper deck shall likewise be measured separately.

The collective contents of these spaces or vacuums gives, divided by 91·59, the ship's total tonnage (91·59 Danish cubic feet = 100 English cubic feet = 1 Register ton).

A. Ship's length is measured in a straight line along the upper surface of the tonnage deck from the inside of the inner lining at the side of

the stem, to the inside of the midship stern timber or eventually to the lining. A deduction must be made from this length answering to the rake or fall of the bow or stern timber into the thickness of the deck, as well as for the rake of the stern timber, to the extent of one-third of the bend of the beam.

The length thus ascertained is then divided into an equal number of parts as shown by the following Table.

1. Ships, whose tonnage deck, according to the above measurement, is 48·56 feet (50 English feet) long or under, are divided into four equal parts.
2. Ships above 48·56 feet, but not exceeding 116·53 feet (120 English feet), into 6 equal parts.
3. Ships above 116·53 feet, but not exceeding 174·80 feet (180 English feet), into 8 equal parts.
4. Ships above 174·80 feet, but not exceeding 218·51 feet (225 English feet), into 10 equal parts.
5. Ships above 218·51 feet into 12 equal parts.

B. The ship's transverse or cross-section at every point of division of the length is obtained in the following manner :

The depth at each point of division is measured from one-third of the bend of the beam under the deck, or, in case of breaks in it, from a line in continuation of the deck to the upper edge of the floor-timbers on the inside of the limber strake, after deducting the average thickness of the inner ceiling or lining between the limber strake and the bilge plank.

If the depth at the midship point of division of the length does not exceed 15·54 feet (= 16 English feet), each depth is divided into 4 equal parts, after which the inside horizontal breadth is measured at each of the 3 points of division, and also at the upper and lower point of the depth, every measurement being extended to the average thickness of that part of the inner ceiling which is between the points of measurement. These breadths are afterwards numbered from above (*i.e.* upper breadth No. 1, and so on down to the lowest breadth). The 2nd and the 4th are multiplied by 4, and the 3rd by 2; these products are added together, and to the sum is added the 1st and 5th breadths; the quantity thus obtained is again multiplied by one-third of the common interval or distance between the breadths, and the product will then be the superficies of the cross section.

If, on the contrary, the midship depth exceeds 15·54 feet, each depth is divided into 6 equal parts, after which the horizontal breadths, in conformity with the before-mentioned directions, are measured at the 5 points of division, and also at the upper and lower points of the depth, and numbered from above; the 2nd, 4th, and 6th are multiplied by 4, and the 3rd and the 5th by 2; these products are added together, and to the total the 1st and the 7th breadths are added. The quantity thus obtained is multiplied by one-third of the common interval or distance between the breadths, and the product will be the superficies of the cross-section.

C. Having thus ascertained the superficial area of the cross or transverse sections at each point of division of the ship's length, the calculation of the ship's tonnage must be proceeded with in the following manner :

The cross-sections are numbered consecutively, No. 1 being at the extreme limit of the length at the stern; then, whether the length be divided according to the Table into 4 or 12 parts, or any intermediate number of parts, the second and every even numbered section is multiplied by 4, and the 3rd and every odd numbered section (except the first and last) by 2. These products are added together, and to their total are added the first and the last section, if they yield anything; after which

multiply the quantity thus obtained by one-third of the common interval or distance between the sections. This product will give the cubic contents of the space under the tonnage deck which, divided by 91·59, expresses in tons the tonnage of the ship below the tonnage-deck.

D. If there be breaks, poop, or any other permanently closed-in cabins or spaces on the upper deck, available for cargo or stores, or for lodging or accommodation of passengers or crew, the tonnage of such space shall be ascertained as follows :

(2). The inside mean length of such spaces is measured and divided into two equal parts ; the middle of its height is measured in three inside breadths, namely one at each end, and one at the middle of the length ; to the sum total of the end breadths is added four times the middle breadth, and the whole sum is multiplied by one-third of the common interval between the breadths ; the product will give the horizontal middle average of such spaces, which is again multiplied by the middle height of the space. The product is divided by 91·59, and the quotient, which must be considered as the tonnage of space in question is added to the tonnage under the tonnage-deck.

No addition to the tonnage can be allowed :

1. For inclosed spaces solely appropriated to berths for the crew, unless they exceed one-twentieth of the ship's remaining tonnage, in which case the excess only shall be added.
2. For constructions erected for the shelter of deck passengers, approved of by the Commissioners of Customs.

E. If the ship has a third deck, the tonnage of the space between it and the tonnage deck shall be ascertained as follows :

The inside length of the space is measured at half-height from the inner ceiling or lining at the side of the stem, to the lining on the stern-timbers ; this length is divided into the same number of equal parts into which the length of the tonnage-deck is divided. The inside breadth of the space at each of the points of division is likewise measured at half-height as well as the breadth of the stem and the breadth of the stern ; these breadths are numbered consecutively, commencing at the stem ; the 2nd and other breadths of even numbers are multiplied by 4, and the 3rd and all the other odd breadths (except the first and last) by 2. To the sum total of these products are added the first and last breadths ; the whole sum is multiplied by one-third of the common interval between the breadths, and the result will give the middle horizontal section of such space in square feet, which multiplied by the mean height of the space will give its cubic contents. This product is divided by 91·59, and the quotient which is considered to be the tonnage of such space, is added to the other tonnage of the ship.

If the ship has more than three decks, the tonnage of each space between decks above the tonnage-deck shall be severally ascertained in the manner above described, and it shall be added to the tonnage of the ship.

F. In every ship propelled by steam, or other power requiring engine-room, an allowance shall be made for the space occupied by the propelling power, and the amount so allowed shall be deducted from the gross tonnage of the ship ascertained as aforesaid, and the remainder shall be deemed to be the tonnage of the ship.

Rules for measuring such spaces will be drawn up by the Commissioners of Customs.

G. In ascertaining the tonnage of open ships, the upper edge of the upper strake is to form the boundary line of measurement, and the depths shall be taken from an athwartship line, extending from upper edge to upper edge of the said strake at each division of the length.

An allowance will be made for vessels of this description, propelled by steam, or other power requiring engine-room, the extent of which will be decided in accordance with the foregoing section F.

Sec. 7. Rule II. Preliminary or partial measurement is as follows :

1. The length of the ship on the upper deck between the stem or bow.
2. One breadth on half-length on the upper deck between the inside timber immediately above the waterway.
3. A depth from the upper side of the upper deck perpendicular down to the outside lining at the bottom at the side of the keel, as much amidships as possible, and, if required, through the pump.

Multiply these three measures, and divide the product by a divisor, varying between 110 and 160, according to the construction of the ship and the place where the depth was taken, and which is further stated in the instructions for measuring ships.

The quotient gives the number of tons, which, added to the tonnage of the spaces on the deck (and which in accordance with Rule I. D., are subject to measurement), shall be deemed the preliminary tonnage of the ship. The measurement of these spaces is done by multiplying their average length, breadth, and depth, and dividing the product by 91.59.

As regards steamers, the total tonnage shall be reduced by the tonnage of the engine-room (Rule I. F.).

Sec. 8. Further rules, necessary to explain and make practicable the method of measuring ships, will be issued by the chief Customs authorities in the form "Instructions for Measurement of Ships."

The Customs authorities are also empowered to apply such modifications and additions to the provisions contained in the Rules I and II which experience might recommend, and which are not at variance with the principles of this Law.

Sec. 9. Every measurement to be calculated with care, as near as $\frac{1}{100}$ ton, and to be revised by a special controlling authority in Copenhagen. Further directions to that effect will be given by the chief Customs authorities.

Sec. 10. After measurement a certificate or measure bill shall be issued. Danish ships will receive the measure bill included in a certificate of nationality and registry.

If the measurement is made according to Rule II, it should be stated in the measure bill why Rule I could not be applicable. Such a measure bill is only valid until measurement according to Rule I can take place.

Sec. 11. Measurement of ships, built in those parts of the kingdom subject to a Customs jurisdiction, or at the Feroe Islands, shall take place as soon as the deck has been laid and the inside lining has been furnished, and before any thing whatever has been fitted in the interior of the ship which can prevent the said measurement being made.

Shipbuilders are bound to give early written notice on the subject to the Customs officials concerned.

The measure bill shall not be issued until the ship is completed, and after the spaces, eventually to be left open on deck, have been measured.

Sec. 12. Measurement of ships imported from abroad, or other parts than the Feroe Islands, not subject to a Customs jurisdiction, shall take place the first time the ship arrives in a Danish harbour, where the measurement can be effected in accordance with the present law; a previous measurement of the ship may be permitted if the Customs authorities consider it practicable.

Sec. 13. The master, or, in his absence, the owner of every ship to be measured, is bound either himself, or through his crew, to give any assistance required to the officials entrusted with the measurement. He

has also to comply willingly with any request made by said officials as to the emptying of the inside spaces of the ship in so far as this may be necessary for the purpose of measurement.

The master of such ship is further bound not to ship cargo or ballast without previously reporting it to the officials concerned.

Sec. 14. When a ship has once been measured according to Rule II, and the measure bill can be produced, said bill shall be valid so long as no alterations take place in the ship, or in the regulations respecting measurement.

Sec. 15. In case a ship, furnished with a Danish measure bill, or with a foreign measure bill equally privileged, has undergone alterations not duly entered in the measure bill, a report upon the subject shall be made to the functionary entrusted with the measurement by the shipbuilder, when the alterations were effected at any place in the kingdom, or the Islands of Feroc, within a Customs jurisdiction, or by the master of the ship if the alterations were effected at other places, in the first case at the place where the alteration took place, and in the second case at the first native place the ship arrives at where there is a Registrar.

If the ship be Danish the same obligation rests on the owner.

The report shall always be given so early that the measurement can take place without delay.

Sec. 16. The master or owner of the ship shall also report any alterations in the size of those spaces which are exempted from measurement or subtracted in the calculation, as also any change in the employment of such spaces.

Sec. 17. When such alterations of a ship are reported, or when its owner or master requests it, a new measurement shall take place, and a new measure bill be issued instead of the old one, which shall be retained. The variations may also be entered in the old measure bill, provided the principal dimensions remain unaltered.

The officials concerned have, if they think advisable, the right of remeasuring the ship, and in case it be found that alterations have been made and not reported, the master or owner shall make good all expenses connected therewith. If no alterations have been effected, the Customs authorities shall bear the expense, and in case it is found necessary to issue a new measure bill, it shall be delivered to the owner or master free of charge.

Sec. 18. The measurement fees shall be paid to the Custom-house at the place where the measurement takes place (besides stamp dues for the measure bill) as follows:—

- a.* When the measurement is made according to the complete method, and no previously issued measure bill can be procured, 8 skillings;
- b.* In all other cases, 4 skillings for each ton entered in the new measure bill.

At the Feroe Islands the fees should be paid to the public fund (Treasury).

Sec. 19. Travelling and extra expenses incurred by the functionary entrusted with the measuring, shall be defrayed by the ship, in accordance with the general regulations of the Custom-house.

Sec. 20. Both the owner and master are responsible for fees and expenses mentioned in the foregoing sections.

Sec. 21. Neglect to make the reports required by sec. 11, shall subject the shipbuilder to a fine of not exceeding 50 rigsdollars.

Sec. 22. Transgressions likewise of sec. 13 of the present law, shall expose the guilty party to a penalty of not exceeding 50 rigsdollars.

Sec. 23. For omitting the reports mentioned in secs. 15 and 16, when

alterations have caused an increase of the tonnage of the ship, a fine not exceeding 10 rigsdollars shall be paid for each ton of the ship's burthen so increased, the party concerned shall besides pay the amount of fees of which the Customs have been defrauded:

Sec. 24. In as much as the amount of penalties for the omissions mentioned in secs. 21 and 23 shall be fixed by the chief Customs authorities, so likewise shall the same authorities be empowered to impose fines not exceeding 20 rigsdollars for transgressions of the provisions of the present laws, for which no special punishment has been fixed, as well as for non-compliance with official instructions issued in accordance with this law.

Sec. 25. Persons, not Customs officials, called upon to pay fines, may appeal to the ordinary courts, in which case the Commissioners of Customs shall cause the matter to be tried as an ordinary police case. Appeals on behalf of the Crown shall be instituted by the said Commissioners.

The fines fall to the Treasury.

Sec. 26. This Law shall come into operation on the 1st day of October, 1867, from which day all previous enactments in contradiction to its provisions shall cease to have effect.

The provisions of the present law may, subject to such modifications as local circumstances may render necessary, and after the necessary negotiations with their legislatures, be made applicable to Iceland and the Danish West Indian possessions.

Sec. 27. All calculation of fees or other charges, at present calculated according to the commercial last, shall in future be reckoned per ton, at the rate of two to the last.

PRELIMINARY RULES.

Sec. 28. Vessels which, at the date of this Law coming into force, already have been measured in accordance with the instructions hitherto in force, and whose measure bills, according to those regulations, have ceased to be valid, shall be subject to measurement the first time they enter a Danish port, even if they are loaded when they shall be measured according to Rule II.

Both Danish and foreign ships, in possession of older measure bills, which, according to the above regulations, are still valid after the afore-said period, may, nevertheless, at the request of the owner or the master, be remeasured in accordance with the provisions of this present Law.

In both these cases the fees for measurement shall be charged as stipulated in sec. 18 for stamps and measurement.

Sec. 29. Old measure bills shall remain in force until the new remeasurement has taken place.

Sec. 30. Ships in course of construction at such places in the kingdom where fiscal dues are levied, or at the Feroe Islands where this Law comes into force, shall, in case the work is farther advanced than stated in sec. 11, be reported without delay by the shipbuilder for measurement, under a penalty as stated in sec. 21.

All parties concerned shall comply with the preceding enactments.

Given at the Palace of Amalienborg on the 13th day of March, 1867.

Under Our Royal Hand and Seal.

CHRISTIAN, R.

(L.S.)

C. A. TONNESBECK.

ST. THOMAS.

Report by Mr. Acting Consul J. D. Lamb, on the Trade of St. Thomas during the Year 1866.

THE island of St. Thomas, although it does not exceed 12,000 acres in area, and is no longer cultivated to any extent, is a very important possession. It belongs to Denmark, and is governed by a Vice-Governor and Colonial Council, subordinate to the Governor of St. Croix, and, as a rule, all the Government posts of office are filled by Danes, sent out from Copenhagen. The laws are good, and fairly administered, with the exception of the police regulations, which require reformation, as some of the exactions are unjust. The exports of imported articles are considerable, those of its own produce nothing. The revenue, derived from import duties, tonnage dues, harbour fees, trade taxes, and other internal sources, amounts yearly to about 200,000 dollars, or 40,000*l.* sterling, and the sum of 28,000 dollars is annually sent to Denmark, whose Government sends out and keeps here about one hundred white soldiers.

SHIPPING AND NAVIGATION.

The amount of British tonnage which arrived at this port in 1866 was 100,950 tons, as follows :

RETURN of British Vessels of the register of 5 tons and upwards, which have arrived at St. Thomas during the year 1866.

1866.	Sloops.		Schooners.		Brigs.		Ships.		Steamers.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
January	14	117	11	667	25	4,888	12	4,020	...	...
February	11	152	12	1,129	13	2,214	6	2,246	...	...
March	22	201	13	903	27	5,624	16	5,603	...	...
April	14	176	18	1,508	19	3,574	10	4,647	...	...
May	16	143	18	1,302	14	3,176	9	2,626	1	882
June	21	255	17	1,783	24	4,544	7	1,919	...	...
July	12	78	9	537	17	2,812	9	5,650	...	...
August	13	124	8	667	19	4,064	6	2,668	3	61
September	11	80	6	515	12	2,116	11	4,453	...	...
October	10	101	13	866	15	2,922	12	4,985	1	513
November	9	85	12	603	13	2,593	10	5,251	1	183
December	4	24	5	368	12	2,774	5	1,558	...	...
Total	157	1,536	142	10,848	210	41,301	113	45,626	6	1,639

Recapitulation.

	Tonnage.
157 Sloops	1,536
142 Schooners	10,848
210 Brigs	41,301
113 Ships	45,626
6 Steamers	1,639
<u>628</u>	<u>100,950</u>

And, as in former statements, Her Majesty's ships of war, mail packets, and regular trading steamers, are not included in the foregoing return of

tonnage. The *steam* arrivals, British and other flags, average 20 per month, with a tonnage of about 25,000 tons.

This port is indebted for its importance as a mail packet station to the facts that it possesses one of the best harbours in the West Indies, perfectly land locked, easy of ingress and egress, and is suited on account of its nearness to Europe, its being a convenient port of call between Europe and Mexico, between North America and the Brazils, and its natural position with respect to the other West India Islands themselves, to form the central point for the postal system of these regions.

It has therefore been selected as the rendezvous of the West India Royal Mail Steamship Company, which start from Southampton, and, on reaching this island, distribute their mails to subsidiary lines of vessels, of which three diverge from this port, two of them giving off branches to other islands.

It is also the first port of call of the West India and Pacific Steamship Company, whose steamers leave Liverpool once a month for this port, and after landing St. Thomas cargo, and coaling here, proceed to Santa Martha and Colon for return employment.

The Mexican line of the French *Compagnie Générale Transatlantique*, which runs from St. Nazaire to Havana and Vera Cruz monthly also makes St. Thomas its first West India port of call; and by two small steamers, also under the French flag, performs an inter-colonial service with the Windward Islands, Hayti, Porto Rico, and Jamaica.

The United States and Brazil Mail Steamship Company's monthly line also calls here on its way between New York and Pará, Pernambuco, Bahia, and Rio de Janeiro.

Another line, under the Spanish flag, runs bi-monthly from this port to Porto Rico, Santo Domingo, and Cuban ports.

And finally there is a monthly line from Halifax to this port, via Bermuda.

It will thus be seen that letters, once at St. Thomas, can be easily distributed to any other West India port. The steamers of the *Compagnie Générale Transatlantique* have been very successful, and have obtained a decided preference with foreign passengers. It is stated that an arrangement has been entered into between this line of steamers and the West India Mail Company, by which both Companies are to have the same rates of passage, freight, &c., and that each is to assist the other in working the service they represent in an amicable manner. The charges for shipping are as follow:

Port Charges.—British vessels arriving here in distress are free of all Custom-house charges; those in ballast, or neither landing nor shipping cargo, pay 4 dollars 8 cents per 100 tons register; those bringing and taking cargo pay 57 dollars 12 cents per 100 tons register; those bringing only coals for the Steam Packet Companies, or merchants' account and leaving in ballast pay 32 dollars 64 cents per 100 tons register.

Vessels with entire cargoes of coals for the Royal Mail Steam Packet Company are by Royal Grant and Charter-party, free of port charges, provided no cargo is taken here.

Port Pass.—A fixed fee on every vessel, in ballast or loaded, schooners 80 cents, brigs 1 dollar 28 cents, barques or ships 2 dollars 56 cents each.

Import Duty.— $1\frac{1}{4}$ per cent. on invoice value of importation; coals, however, enter free of duty.

Sundries.—Lighters without men from 3 dollars to 5 dollars each, according to size. Labour, 1 dollar 25 cents each man per day. Water for the shipping from 1 to 2 cents per wine gallon from water boats, free alongside of vessel. Stone ballast 75 cents to 1 dollar per ton of 2,240 lbs. British weight, free alongside of vessel. Pilotage is not compulsory, but

vessels signalling for a pilot pay by draught of water; 10 dollars is the charge for 16 feet.

Accounts are kept in dollars and cents; the Columbian doubloon passing for 16 dollars.

For steam vessels trading here regularly every advantage and facility is conceded for shipping, discharging, and transhipment of goods, by application or petition to the Government; such regular trading steamers only pay Customs' dues on the cargo that they bring or take away on each voyage, and are allowed to sail hence, night or day, without the intervention of the local authorities, who look afterwards to the consignees here, for cargo and other reports after sailing.

TRADE AND COMMERCE.

The general trade of the place during 1866 has been good, but in the dry goods line there has been less done than in former years, and I am inclined to think that the trade in manufactured goods (from Manchester, Glasgow, &c.) will now decline gradually, as merchants and shop-keepers in the neighbouring islands, who have to date purchased here largely, are making direct importations from the United Kingdom. In the year 1866 the value of manufactured goods, &c., imported from Great Britain amounted to 2,707,440 dollars, or about 540,000*l.*, as follows:

STATEMENT of the Value of Cargoes from Great Britain to St. Thomas during the year 1866.

			In British Vessels.	In Foreign Vessels.	Total.
			\$	\$	\$
January ..	..	..	152,480	..	152,480
February ..	..	..	190,960	..	190,960
March ..	..	..	234,800	5,280	240,080
April ..	..	..	105,280	39,040	144,320
May ..	..	..	172,720	20,800	193,520
June ..	..	..	140,000	..	140,000
July ..	..	..	148,080	..	148,080
August ..	..	..	86,240	43,840	130,080
September ..	..	..	224,640	204,880	429,520
October ..	..	..	145,680	159,440	305,120
November ..	..	..	189,920	127,520	317,440
December ..	..	..	242,480	73,360	315,840
Total ..	..	..	2,033,280	674,160	2,707,440

Value of Coals \$224,985 to be added, making total value of importations from Great Britain \$2,932,425, or about £600,000.

A considerable business in American provisions (from New York, Boston, and Philadelphia), and in wines, brandy, and oils (from Havre, Bordeaux, and Marseilles) has been done during the year, but I am informed that the prices realised have not been satisfactory.

There are two Banks here, the Colonial Bank of London, and the Bank of St. Thomas, both declaring good dividends; in the height of the panic in May and June last, when money was worth 10 per cent. in England, it is estimated that merchants here remitted over half a million sterling.

The freighting business for the year 1866 has been one of varied fortune, some vessels having chartered for high freights in April and May for Jamaica and Porto Rico. The demand for tonnage, which during the

year is large, is more active from February to the end of June, as crops are then in force in the neighbouring islands.

The importation of Steam Coals has, as usual, been considerable, having amounted in 1866 to 90,254 tons as follows :

	For the R. M. S. P. Company.		For other Steam Packet Companies and Merchants.	
	In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
	Tons.	Tons.	Tons.	Tons.
January	1,049	2,599	907	812
February	..	397	1,081	439
March	3,011	2,348	4,727	3,740
April	1,248	617	1,162	1,744
May	497	1,753	2,228	1,061
June	265	1,446	2,215	..
July	5,100	779	902	987
August	1,097	1,888	2,755	1,757
September	1,539	2,278	1,486	2,697
October	2,220	1,803	1,956	2,817
November	3,082	7,847	1,659	6,166
December	..	2,366	1,304	423
Total	19,108	26,121	22,382	22,643

Recapitulation.

	Tons.
Coals in British Vessels	41,490
„ in Foreign Vessels	48,764
Imported from Great Britain during the year 1866..	90,254

The various Steam Packet Companies and Coal Merchants have extensive depôts and wharves here, affording every facility for despatch in coaling. In 1867, the coal shipments to this port will probably amount to 110,000 or 120,000 tons, as the steam vessels of the *Compagnie Générale Transatlantique* will now want monthly from 3,000 to 4,000 tons. The large quantity of coals required here annually is a trade worth looking after; no doubt a large part of the carrying will be done by British vessels, but already a large number of foreign vessels are regularly employed.

AGRICULTURE.

There is nothing of interest to report under this head. Since the emancipation of slaves in 1847, the cultivation of sugar has been abandoned. In last two years some cotton has been planted, but only in small quantities, as the cost and scarcity of labour leave no margin for a profitable return. From the large amount of shipping calling here, there is an extensive demand for cattle, vegetables, and ground provisions, which sell at high prices, and are largely brought here from Porto Rico, St. Croix, and the neighbouring islands.

POPULATION AND INDUSTRY.

The number of residents in the town and country districts is about 13,000, of which about 10,000 are coloured, in addition to a floating population of about 2,500. As a rule the coloured people are not industrious; labourers can easily obtain from 4s. to 6s. per day for working at the coal wharves.

Cholera and small pox appeared here in November last, carrying off in two months about ten per cent. of the inhabitants, say about 1,250 deaths. Yellow fever was also rife in November, December, and January, and very fatal amongst the shipping, but has since disappeared entirely, and the island is now free of sickness. The deaths from yellow fever in vessels of all nations were 200, and it is noticeable that British shipping suffered more with fever than all other vessels, which I ascribe to the facts that the forecastle accommodation is generally insufficient and badly ventilated, the crews very intemperate, and too much exposed.

PUBLIC WORKS AND IMPROVEMENTS.

The dredging machine imported by the town is reported to have done considerable good in removing shoals and banks, and in deepening in and about the harbour. The town and many private houses are now lighted with gas. Water (rain) is generally scarce here; house owners have cisterns attached to their dwellings for private use; there are no reservoirs in the town. It has often been said that the Government would build a large reservoir for the use of the poorer classes, but as yet they have not taken any steps in the matter. The Savings Bank, a local institution, having a disposable amount of money from accumulation of interests, are now building a large cistern outside of the town, which will relieve the general wants.

It is stated that amounts will be appropriated in the 1867 budget, for erecting a good lighthouse on either Mühlenfels Point or on Buck Island, which will make the port easy of access at night, and for building a public hospital, which is much wanted. His Excellency the Governor has assured me that everything will be done to have the hospital ready as soon as possible; the want of same was very apparent during the recent visitation of the triple epidemics of cholera, small pox, and fever.

The floating dock is still in course of construction, but I am informed that in May or June next it will be ready for work and capable of taking up vessels of 3,000 tons. The dock, and the patent slip, constructed some years ago (and which can raise vessels up to 1,000 tons), are great conveniences for the proper repairing of vessels that put in here in distress and otherwise.

Two steam tugs have been built here in 1866, and are of some service in towing vessels in and from the harbour.

St. Thomas, March 30, 1866.

FRANCE.

NANTES.

Report by Mr. Consul R. C. Clipperton on the Trade and Commerce of Nantes, for the Year 1866.

THERE have been fewer arrivals of English vessels at Nantes during the year 1866 than in the several preceding years, on account of the bad harvest which, for a time, put a stop to all exports; and, as there were no return freights to be had, the shipowners did not find it worth their while to load coal; this article was therefore principally brought over by steamers or French vessels.

The following are the returns of the direct and indirect carrying trade, in British vessels, at Nantes and St. Nazaire, during the past year.

DIRECT Trade, at Nantes, in British Vessels from and to Great Britain and British Colonies.

ENTERED.

Total Number of Vessels.			Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
133	4	137	16,893	411	17,304	1,027

CLEARED.

167	11	178	20,931	1,877	22,808	1,248
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INDIRECT or Carrying Trade, at Nantes, in British Vessels from and to other Colonies.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
France ..	8	10	18	1,260	1,552	2,812	187
Mula ..	1	..	1	160	..	160	6
Portugal ..	..	1	1	..	143	143	6
Total ..	9	11	20	1,420	1,695	3,115	199

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Holland ..	3	..	3	300	..	300	17
Denmark ..	1	..	1	97	..	97	5
France..	..	1	1	..	106	106	11
Spain ..	..	2	2	..	210	210	12
Total ..	4	3	7	397	316	713	45

DIRECT Trade, at St. Nazaire, in British Vessels from and to Great Britain and British Colonies.

ENTERED.

Total Number of Vessels.			Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
213	2	215	90,877	512	91,389	3,391

CLEARED.

10	203	213	2,418	86,696	92,114	3,352
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INDIRECT or Carrying Trade, at St. Nazaire, in British Vessels from and to other Colonies.

ENTERED.

Countries whence Arrived.	Number of Vessels.			Tonnage.			Total Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Callao ..	3	..	3	3,021	..	3,021	55
New York ..	1	..	1	205	..	205	12
Havana ..	4	..	4	1,115	..	1,115	40
Total ..	8	..	8	4,341	..	4,341	107

CLEARED.

Countries to which Departed.	Number of Vessels.			Tonnage.			Total Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Rotterdam ..	..	1	1	..	397	397	20
Santander ..	..	4	4	..	1,457	1,457	71
Bayonne ..	..	1	1	..	152	152	6
Bordeaux ..	..	2	2	..	751	751	34
Aguillon ..	..	1	1	..	108	108	5
Total ..	..	9	9	..	2,865	2,865	136

The annexed Table will show the entries and clearances of vessels belonging to Great Britain, France, and other nations, at the ports of St. Nazaire and Nantes in 1866:—

ENTERED.

	British.		French.		Other Nations.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Nantes	157	20,419	929	85,713	59	6,672
St. Nazaire ..	223	95,730	230	93,824	48	5,908
Total	380	116,149	1,159	179,537	107	12,580

CLEARED.

Nantes	185	23,521	776	83,440	71	9,285
St. Nazaire ..	222	94,979	224	92,726	31	7,432
Total	407	118,500	1,000	176,166	102	16,717

AGRICULTURAL PRODUCE.

Grain and Flour.—The failure of the crops in England during the year 1865, and the low prices of the French markets, brought large orders for grain to Nantes, which, however, could not be executed until the commencement of 1866.

Notwithstanding a great dearth in means of transportation, and a great rise in the price of freights, the exportation, to the end of March, amounted to 58,000 tons, of which quantity 50,000 tons were shipped to the United Kingdom. There was a marked falling off during the month of April, but a continuation of business during the months of May and June, when the uncertainty of the result of the new crops, as also the monetary crisis in England, entirely stopped all orders from foreign parts. In July the exportation of wheat not only ceased, but a reaction in the market took place, when several cargoes of grain were exported from England to the north of France.

Owing to the continual rains and the inclemency of the weather, the following harvest was an entire failure. The market prices of both grain and flour rose regularly during the months from August to December: red wheat sold on the 1st January for 18 francs to 18 francs 25 cents. the 80 kilos., and was quoted on the 31st December following, from 26 francs 50 cents. to 27 francs. Flour, worth at the commencement of the year from 53 francs to 55 francs the sack of 159 kilos., fetched, at the end of December, 76 francs and upwards the sack.

The exportation of wheat was entirely suspended during the months of September, October, and November, as much on account of the high prices in France as of the inferiority of the new crop, did not recommence until December following.

It would be difficult to state the exact deficiency of the past year's crop, the calculations vary considerably; the most moderate estimations fix it, however, at from 12 to 15 per cent. A moderate crop in France being estimated at 85,000,000 hectolitres, the deficiency would be from 10,000,000 to 12,000,000 hectolitres.

There are, however, circumstances which somewhat tend to diminish the importance of this figure, such as the remains in warehouse of a considerable portion of the former year's crop; on the other hand, in order to economise wheat, rye and other inferior grains have been mixed and sold

for consumption. It is said, however, that there will still be a great deficiency, and large importations will be necessary for consumption before the next harvest.

The importations to France to the end of last December were but of small importance, and, deducting the exportations to the same date, only represented about 1,100,000 hectolitres.

The unwillingness to import is to be attributed to the unfortunate results of 1861, when, owing to unexpected arrivals, the quantity of grain was greatly in excess of that required, the market prices immediately fell 10 francs the hectolitre, thus causing great loss to the speculators.

Cargoes of grain are continually arriving at Marseilles, and many more are still expected. It is also reported that upwards of 4,000,000 of hectolitres have been bought in the Baltic and North Sea, for and on account of French merchants; therefore it is to be expected that the deficiencies in last year's crops will not be very severely felt at Nantes and its surrounding districts.

Rye.—Several cargoes of rye were exported during the first months of the year to Holland, Hamburgh, and Norway, but in consequence of the high prices of the following crops, it was not possible to continue the exportations. It is, likewise, much consumed, mixed with wheat, by the inhabitants of those parts where it is grown. Its market price was, during last September, 11 francs 75 cents. the 75 kilos., but rose in the December following to 15 francs 20 cents.

Barley.—Owing to the fine quality of the barley raised in 1865, it was in great request, and bought up by English brewers. Upwards of 180,000 quintaux métriques were shipped to England during the months from January to May, the price varying from 12 francs 25 cents., to 13 francs 75 cents. per 65 kilos. The produce of last year's crops was very ordinary both in quality and quantity, and the prices, which in November were at 16 francs 25 cents., fell in December following to 15 francs 75 cents.

Oats.—During the spring and summer oats were scarce and much in request; good qualities fetched from 11 francs 50 cents. to 12 francs per 50 kilos. The crop of 1866 being satisfactory, the price fell to 9 francs, but rose gradually again till the end of the year, when it was quoted at 11 francs 50 cents.

Buckwheat.—This appears to be the only produce that gave a good crop, still the quality was not particularly good. This grain heats very easily, and as it was gathered in during the wet weather, it cannot possibly be shipped with any certitude of good conservation until the spring. The demand for Holland was good during the whole of the year, the price varied from 9 francs 11 cents. per 65 kilos.

Beans.—Several cargoes of beans have been sent to England from the various ports of the Vendée. The prices in August began at 13 francs 75 cents. the 75 kilos., and rose in October and November to from 16 francs to 16 francs 50 cents.

The total exportations of grain during the past year, though inferior to 1865, as will be seen by the annexed Table, show that Nantes is still the chief grain port of the western coast of France. Nantes exported in—

	Kilos.					
1864 ..	..	..	..	..	..	81,570,280
1865 ..	..	..	..	..	..	151,125,760
1866 ..	..	..	..	..	..	140,859,335

						Kilos.
Wheat	..	..	..	..	..	63,072,326
Barley	..	..	..	..	..	15,259,000
Rye	..	..	..	..	..	6,298,000
Buckwheat	..	..	..	..	..	11,704,550
Oats	..	..	..	..	..	474,459
Maize	..	..	..	..	..	10,300
Wheat Flour	..	..	..	..	..	44,040,700
Total..						140,859,835

						Kilos.
Beans and Dried Vegetables	..	..	..	..	..	841,756
Potatoes	..	..	..	..	..	1,435,447

The following is a list of the several prices of grain and other agricultural produce during the year 1866:—

				Lowest.		Highest.		Middling.	
				fr.	cts.	fr.	cts.	fr.	cts.
Wheat, 1st quality	..	80	Kilos.	18	00	26	00	21	01
„ 2nd „	..	80	„	17	50	25	75	20	40
Rye	..	75	„	8	00	14	50	12	41
Buckwheat	..	65	„	7	75	11	25	8	80
Barley, 1st quality	..	65	„	11	50	16	50	13	52
„ 2nd „	..	65	„	10	50	11	75	11	26
Oats	..	50	„	8	25	12	00	10	38
Wheat Flour, 1st quality	159	„	„	50	00	77	00	59	60
„ 2nd „	159	„	„	48	00	75	00	57	58
Beans	..	75	„	14	13	16	15	15	41
Potatoes	..	1,000	„	—	—	—	—	70	00

Wines.—The wine crop in the department of the Lower Loire is estimated for 1866 at about 800,000 casks, each cask containing about 225 litres.

The muscadet produced but a very small quantity and a bad quality. The “*grosplant*,” which in ordinary years represents two-thirds of the crop, only formed this year the three-fourths, likewise of a detestable quality.

Salt.—There is a considerable salt trade carried on with Norway—1,426,228 kilos. were this year exported from the salt marshes of the west of France at 15 francs per 1,000 kilos., free on board.

The position of the owners and renters of these marshes is, on account of the entire failure this year of the salt crops, worse than ever; there is likewise a great competition between them, and the owners of the salt mines in the east.

A Commission was appointed by the Imperial Government to examine the matter, but the result of the inquiry has not yet been made known. The general wish appears to be that the duty on the salt from the west should be diminished 15 per cent., so as to make up for the difference of chloride of sodium existing between the salt from these parts and that found in the east and south of France, and all the analyses hitherto have shown the western salt to contain, in its normal state, from 14 to 15 per cent. of water, whereas, salt from the other parts is anhydrous.

The following is a statement of the quantity of salt collected in the Department of the Lower Loire during the past four years:—

						Kilos.
1863	..	..	..	..	..	87,711,000
1864	..	..	..	..	..	77,719,200
1865	..	..	..	..	..	37,124,500
1866	..	..	..	..	..	5,264,668

Sugar.—A large quantity of beetroot sugar is now used by the refiners in Nantes, who, but a few years past, worked none but cane sugar.

Réunion sends nearly all the sugar produced on that island to the Nantes market. The following Table will show the total quantity shipped and the quantity received at Nantes during the past four years:—

			Total Quantity Shipped.	Received at Nantes.	
			Kilos.	Ships.	Kilos.
1862-63	..	..	63,910,546	56	32,047,301
1863-64	..	..	34,988,106	37	19,051,723
1864-65	..	..	39,446,192	46	26,291,396
1865-66	..	..	47,707,918	42	25,636,966

The importations for the two last years are nearly the same, but for the year 1866-67 the quantity is expected to be much greater, as the crop was got in in good condition, and the produce is estimated at above 50,000,000.

The colonies of Guadaloupe and Martinique likewise supply the Nantes market, and sent 1,100 tons more of sugar in 1866 than in former years.

There is an increase of 50,000 tons from the Havana over last year, but a falling off in the importations from the Mauritius of 8,000 tons.

Sugar from French Colonies.

					Kilos.
Réunion	..	..	..	..	25,922,746
Guadaloupe	..	..	..	..	6,254,812
Martinique	..	..	..	..	3,569,555
Mayotte	..	..	..	..	2,422,130
Total	..	..	..	..	38,169,243
Against, in 1865	..	..	..	..	35,678,231

Cane Sugar from other Colonies.

					Kilos.
English Warehouse	..	..	..	..	12,187
Mauritius	..	..	..	..	2,218,319
Java	..	..	..	..	50,821
Havana	..	..	..	..	15,509,537
From other productions	..	..	..	..	881
Total	..	..	..	..	17,791,745
Against, in 1865	..	..	..	..	22,786,250

Beetroot Sugar.

					Kilos.
French Beetroot:—					
Rest from 1865	..	..	..	..	1,059,490
Arrived in 1866	..	..	..	..	10,458,334
German Sugars, by land	..	..	..	..	32,200
„ by Hamburg	..	..	..	..	138,299
Total	..	..	..	..	11,688,323
Grand Total..	..	..	..	..	67,649,311

The importations by sea are less by 2,500,000 kilos than those of last year.

The increase of 10,000,000 kilos. in the total of 1866, is owing to the use of beetroot sugar becoming much more general; and it is expected that this quantity will be doubled in 1867.

The following are the approximative quantities of cane sugar imported during the last five years :—

						Kilos.
1862	..	..	..	..	..	66,341,600
1863	..	..	..	..	..	60,210,200
1864	..	..	..	..	..	51,586,374
1865	..	..	..	..	..	58,459,481
1866	..	..	..	..	..	55,960,988

Of this quantity, the following has gone into the Nantes refineries :—

					Kilos.	Kilos.
1862..	..	..	..	..	..	59,864,748
1863..	..	..	..	..	..	63,322,200
1864..	..	..	..	..	..	46,594,000
1865	{	Cane Sugar	..	..	52,044,300	54,326,000
		Beetroot „	..	..	2,281,700	
1866	{	Cane „	..	..	44,441,900	52,841,181
		Beetroot „	..	..	8,399,281	

Owing to the political situation of Italy, the exportations of refined sugar to that country were much less than in 1865. The supplies to England and the northern countries were likewise greatly inferior, as will be seen by the following Table :—

					1865.	1866.
					Kilos.	Kilos.
Sweden	..	..	..	..	1,084,948	545,553
Norway	..	..	..	..	594,729	767,756
Denmark	..	..	..	..	771,742	250,615
Hanseatic Towns	..	..	..	..	607,937	85,624
Mecklenburg	..	..	..	..	335,524	..
England	..	..	..	..	2,194,918	677,942
Italy ..	..	..	..	..	4,181,777	449,230
Switzerland ..	..	..	..	..	1,188,081	1,128,423
French Colonies	..	..	..	..	79,236	30,448
Other Countries	..	..	..	..	330,203	34,776
Total	..	..	..	..	11,369,095	3,970,367
Less in 1866	..	..	..	..	..	7,398,728

The exportation of treacle has also diminished.

The following is a list of the expeditions in 1865, compared with 1866 :—

					1865.	1866.
					Kilos.	Kilos.
Russia	..	..	..	..	126,000	..
Sweden	..	..	..	..	437,004	221,011
Norway	..	..	..	..	329,431	505,514
Denmark	..	..	..	..	210,450	107,754
Hanseatic Towns	..	..	..	..	272,800	352,350
Mecklenburg	..	..	..	..	51,279	..
England	..	..	..	..	136,500	48,000
Other destinations	..	..	..	..	261,474	136,000
Total	..	..	..	..	1,824,938	1,370,629
Diminution in 1866	..	..	..	..	..	454,309

The next Table will show the entire consumption of sugar in France during the year 1866 :—

			Kilos.
Cane Sugar, duty paid in 1866	..	..	182,798,822
Beetroot „ „ „	..	..	198,019,590
Total	..	..	380,818,412
Deduct exportation of refined	..	..	93,100,732
Consumption during 12 months	..	..	287,717,680
Monthly consumption	..	..	23,976,473

Sugar Refineries.—There are three large sugar refineries in Nantes. In 1865, the Company known as the “Raffinerie Nantaise” was forced to stop work. A new direction having reformed the Company, work was again commenced in the month of March, 1866, but only in the smaller establishment. The results having proved very successful at the end of the year, it was determined to enlarge their operations and start the large establishment, in which 120 tons can be worked daily.

The other refineries, notwithstanding their activity, were unable to supply the quantity required for consumption, it had, therefore, to be obtained from the refiners at Havre.

The refinery of Messrs. Etienne produced, in 1866, about 125,000,000 kilos of refined sugar, whilst that of Messrs. Massion and Co. produced 15,000,000 kilos., and the small refinery of the first-mentioned Company have delivered, since they re-opened in March, 9,000,000 kilos.; from the refinery of M. Louis Cezard 2,040,000 kilos. were produced since the end of April, 1866.

Sugar-candy finds a ready sale, and is always in great demand by the manufacturers of Champagne.

Coffee.—During the last two years the importations of this article have increased; they still, however, remain lower than formerly. The Chamber of Commerce ascribes the decrease in the importations of coffee to the reduction of the surcharge on importations from European entrepôts; this reason, which may formerly have had a certain influence, cannot be pleaded now, since the Law of the 19th of May, 1866, allows the French mercantile marine to sail on as economical terms as the ships of other nations can do. The decrease of the business in coffee, for the Nantes market, must be ascribed rather to the almost exclusive preference that shipowners give to sugar operations.

The following are the importations of coffee to Nantes, during the last four years:—

						Kilos.
1863	..	..	..	..	..	3,719,531
1864	..	..	..	..	..	2,040,767
1865	..	..	..	..	..	2,420,057
1866	..	..	..	..	..	3,041,895

The countries from whence it came, in 1866, were:—

						Kilos.
English Warehouse	..	..	..	..	..	303,856
Dutch „	..	..	..	..	..	104,752
English possessions in India, re-expeditions	..	..	..	..	..	853,425
from Mauritius included	..	..	..	..	..	
Spanish possessions in India	..	..	..	..	..	554,972
Hayti	..	..	..	..	..	614,464
Réunion	..	..	..	..	..	300,055
Cayenne, Martinique, and Guadaloupe	..	..	..	..	..	27,980
Egypt	..	..	..	..	..	7,013
Other places (Central America)	..	..	..	..	..	270,378
Total	..	..	..	..	..	3,041,895

Cacao.—Since the line of steamers belonging to the Transatlantic

Company commenced running from St. Nazaire, the importations of cacao from Mexico and Trinidad have greatly increased, as will be seen by the following statement for the past four years:—

							Kilos.
1863	..	..	..	..	..	..	734,366
1864	..	..	..	..	..	..	919,921
1865	..	..	..	..	..	..	1,720,877
1866	..	..	..	..	..	..	3,507,857

The prices having considerably decreased in consequence, the consumption is continually increasing.

Rice.—The importations of rice during the last year are much greater than in 1865. The following is a statement of the importations during the past four years:—

							Kilos.
1863	..	..	..	..	..	..	1,541,322
1864	..	..	..	..	..	..	2,581,736
1865	..	..	..	..	..	..	772,095
1866	..	..	..	..	..	..	2,716,380

Rice comes principally from the British Possessions in India. The re-exportation to the French colonies in the Antilles, amounted to 497,348 kilos.

Timber.—There has been a great falling off in the wood trade during the past year, more particularly in oak and deal.

The cause may be attributed to the present suspension in naval constructions, a strike during last year among the builders, and the failure, and, consequently, the stoppage, of the large ship-building yard of Messrs. Scott, at St. Nazaire.

The quantities imported during the last four years, are shown in the following Table:—

							Kilos.
1863	..	..	..	..	..	..	21,554,100
1864	..	..	..	..	..	..	35,458,653
1865	..	..	..	..	..	..	33,222,590
1866	..	..	..	..	..	..	25,264,194

The following is a Table giving a description in detail of wood imported to Nantes during 1866:—

						Number.
Baulks, rough or squared	..	..	..	..	stères	537
Oak Planks of more than 80 mètres thick	..	..	..	..	..	327
" of less "	..	..	..	..	mètres	189,881
Thick Boards, rough or square	..	..	..	..	stères	8,477
Deal Planks of more than 80 mètres thick	..	..	..	..	..	3,487
" of less "	..	..	..	..	mètres	3,975,349
Masts	..	..	..	..	pieces	364
Spars	..	..	..	..	..	944
Poles	..	..	..	..	"	201,639

Coals.—The quantity of English coal imported to Nantes is yearly increasing, and is conveyed principally in British vessels.

The increase for this year, over the year 1865, amounts to 30,000 tons.

The annexed Table shows the quantities imported during the past four years:—

				Kilos.	Kilos.
1863	..	..	..	..	143,040,400
1864	..	..	..	..	190,316,468
1865	{	Nantes	..	141,718,700	240,310,800
	{	St. Nazaire	..	96,284,900	
	{	Paimboeuf	..	2,307,200	
1866	{	Nantes	..	122,400,819	269,751,093
	{	St. Nazaire	..	145,620,424	
	{	Paimboeuf	..	1,729,850	

The quantities of coal coming up the river direct to Nantes was, during the past year, less by 20,000 tons than in 1865; but in the arrivals to St. Nazaire there is an increase of 50,000 tons.

The re-exportation of coals in 1865 amounted to 29,988,200 kilos.

During the year 1866, 41,463,300 tons were sent to the French colonies, as well as for the use of the Transatlantic Company, to their different ports abroad.

Iron.—The importations of iron, though showing a difference in quality, do not differ much in the sum total with the importations of 1865. A slackness in the local founderies has reduced, by about 2,250 tons the importation of English cast-iron.

The accompanying Table shows the quantity of wrought and cast-iron imported during the past four years:—

				Wrought-Iron.	Cast-Iron.
				Kilos.	Kilos.
1863	..	..	..	5,616,000	9,521,000
1864	..	..	..	4,384,565	8,638,046
1865	..	..	..	3,829,404	10,216,126
1866	..	..	..	4,054,958	7,963,711

and consisted of as follows, —

				Kilos.
Iron Bars from Sweden	..	..	..	2,456,338
„ „ Belgium	..	..	..	576,801
„ „ England	..	..	..	501,785
Sheet Iron from Belgium and England	..	..	..	212,753
Tin from England	..	..	..	138,953
„ other places	..	..	..	168,323
Total	..	..	..	4,054,958

The importations of Spanish ore in 1865 amounted to 2,839,220 kilos., and in 1866 to 884,500 kilos.

2,530 tons of iron ore of a very inferior quality from the interior of Brittany have been shipped as ballast in vessels going to England.

The founderies and iron works at Nantes and La Basse Indre have been very active during the past year.

They turned out, between the 1st July, 1865, and the 30th June, 1866, 9,200,000 kilos. of rolled iron, chains, and rivets. These works principally use half English and half French cast-iron, and consume about 1,100 to 1,200 tons of coal monthly.

Large orders for all kinds of war projectiles have been executed at the foundry of M. Voruz for the French and other Governments, also machinery and complete works for a large foundry for the Japanese Government. M. Voruz has likewise a large order for railway locomotives: these will be the first constructed at Nantes.

The construction of agricultural machinery, which succeeded very well at its commencement in 1849, has of late years greatly fallen off.

M. Lotz, a mechanical engineer of Nantes, has constructed several country road locomotives with apparently very satisfactory results, and there are at present several of his locomotives at work in different localities, namely, five in Algeria, two in Wallachia, two in Batavia, one in Madrid, and four in France.

More steam engines, after the same system and model, have been ordered, and are now being constructed in the workshops of the originator.

Guano and Manure.—There is a slight increase in the quantity of Peruvian guano imported from Callao during 1866.

The following are the quantities received during the past four years:—

						Kilos.
1863	..	..	..	..	..	14,151,000
1864	..	..	..	..	..	16,001,090
1865	..	..	..	..	..	8,113,522
1866	..	..	..	..	..	8,910,463

The convention of the 2nd December, 1866, between the French Government and the Republic of Peru, which came into force the 30th of January last, allows the introduction to France of Peruvian guano in foreign bottoms, free of duty and without any "surtax."

The animal manure made use of by the refiners, constitutes a very good manure for the west of France. The quantity imported to Nantes during the last four years, is as follows:—

						Kilos.
1863	..	..	..	..	..	5,175,540
1864	..	..	..	..	..	7,372,930
1865	..	..	..	..	..	9,118,002
1866	..	..	..	..	..	7,692,405

And the following are the places from whence this manure came:—

						Kilos.
England	..	..	..	..	..	1,770,277
Holland	..	..	..	..	..	3,934,348
Prussia (Stettin)	..	..	..	..	..	235,100
Hamburgh	..	..	..	..	..	990,000
Portugal	..	..	..	..	..	509,000
Austria	..	..	..	..	..	226,209
From other places	..	..	..	..	..	27,471
Total	..	..	..	..	..	7,692,405

Imports.—The foregoing are the principal articles of commercial interest to the Nantes market.

The annexed is a Table of the imports entered at the chief Custom-house at Nantes itself, as also through the branches at St. Nazaire and Paimboeuf:—

Articles.					1865.	1866.
Raw Sugar	..	..	..	kilos.	58,459,481	55,960,988
Beetroot „	..	..	..	..	..	170,499
Coffee	..	..	..	..	2,420,057	3,041,895
Cacao	..	..	..	..	1,720,877	3,507,857
Pepper	..	..	..	..	339,734	478,056
Rice	..	..	..	..	772,095	2,716,380
Vanille	..	..	..	..	6,806	13,396
Tea	..	..	..	..	645	447
Cloves	..	..	..	..	21,741	9,328
Clove Stalks	..	..	..	..	..	1,049
Dried Fruits	..	..	..	..	101,694	306,443
Oranges and Lemons ..	..	..	..	..	169,710	214,346
Dutch Cheese	..	..	..	..	259,594	59,478
Codfish (French Fishery) ..	..	..	..	..	518,923	510,703
Salt Fish from Norway ..	..	..	..	..	..	71,815
Rum and Tafia	..	..	..	litres	80,424	136,661
Wine and Spirits	..	..	..	..	58,314	107,598
Olive Oil	..	..	..	kilos.	1,389,686	1,114,248
Palm and Cocoa Oil ..	..	..	..	..	357,737	402,757
Arachides	..	..	..	..	2,884,764	3,633,890
Sesame Seeds	..	..	..	..	175,564	720,320
Linseed	..	..	..	..	24	6,500
Tallow and Lard	..	..	..	..	465,700	761,048
Cotton	..	..	..	..	197,310	744,006
Russian Hemp	..	..	..	..	495,953	117,600
„ Flax	..	..	..	..	675,300	190,000
Jute	..	..	..	..	122,100	81,000
Reeds	..	..	..	..	87,194	75,027
Building Wood	..	..	..	..	32,222,590	25,264,194
Furniture	..	..	..	..	153,515	75,027
Dyeing	..	..	..	..	210,705	359,726
Hides, dried and salt ..	..	..	..	..	163,047	193,500
Coal	..	..	..	..	240,310,800	269,751,093
Iron	..	..	..	..	3,829,404	4,054,958
Cast Iron	..	..	..	..	10,216,126	7,963,711
Iron Ore	..	..	..	..	2,839,220	884,500
Lead and Lead Ore	..	..	..	..	1,729,637	3,984,529
Copper	..	..	..	..	295,483	162,839
Tin	..	..	..	..	193,207	86,981
Zinc	..	..	..	..	..	130,342
Guano	..	..	..	..	8,113,522	8,910,463
Refuse from Refineries and Manure ..	..	..	..	..	9,118,002	7,692,405
Bones and Hoofs of Cattle ..	..	..	..	..	442,681	583,849
Tar and Pitch	..	..	..	..	5,113,342	8,431,949
Sulphate of Soda	..	..	..	..	454,110	149,717

The importations are, with few exceptions, larger in 1866 than in 1865.

The decrease by 200,000 kilos. of Dutch cheeses, may be explained by the presence of the cattle disease in that country; and the deficit of 275,000 of olive oil is largely covered by the importations of sesame, &c.

Exports.—The following Table will show the principal exportations from Nantes, St. Nazaire, and Paimboeuf, during the year 1866, with the comparative figures of the preceding year :—

Articles.	1865.	1866.
Grain and Flour kilos.	151,125,760	140,859,335
Sea Biscuit "	30,813	60,313
Rice "	526,761	497,348
Potatoes "	818,759	1,435,447
Onions "	61,507	95,233
Dried Vegetables "	675,165	841,756
Salt and preserved Vegetables "	42,789	45,913
Refined Sugar "	11,369,095	3,970,367
Treacle "	1,824,938	1,370,629
Salt Meats "	1,743,039	1,390,335
Cheeses "	65,251	146,398
Butter "	105,722	200,834
Honey "	7,010	30,872
Tallow and Lard "	192,639	382,011
Fish, preserved in Oil "	117,645	417,522
Wines litres	494,283	561,673
Choice Wines .. .. "	.. ..	8,415
Brandy "	16,450	22,231
Liqueurs .. .. "	.. ..	20,905
Vinegar "	29,681	50,563
Beer "	62,397	74,437
Spermacetti kilos.	.. ..	34,828
Wax Candles "	13,124	13,910
Soap "	45,519	27,843
Oil Seed "	125,454	168,321
Olive Oil "	32,920	94,677
Linseed Oil "	91,883	83,145
Oil Cake "	2,007,485	2,218,080
All sorts of Glass "	152,700	251,713
Coal "	29,938,200	41,463,300
Lime "	697,900	290,200
Slate pieces	1,719,245	445,360
Bricks "	610,288	1,029,711
Mules head	597	551
Hay, Straw, and Bran kilos.	768,563	980,672
Sheet Iron piece	1,959,642	2,162,390
Hemp kilos.	15,875	2,755
Guano "	32,000	3,000
Charcoal for Refineries "	537,933	777,039
Iron Ore "	1,450,000	2,530,114
Iron "	323,120	314,935
Zinc in Sheets "	9,784	73,371
Machinery, &c. "	2,752,174	710,710
Metal Works "	2,485,551	1,247,142
Firearms "	59,966	74,903
Cannon Balls, Shells, &c. "	555,077	381,694
Linen Stuffs "	102,839	117,830
Woollen "	319,843	653,392
Cotton "	216,053	609,532
All sorts of Paper "	46,910	73,855
Books "	37,985	65,273
Prepared Skins "	40,132	36,089
Things in Leather .. .. "	.. ..	220,259
Furniture "	195,130	106,017
Cord "	125,623	69,938

In consequence of the abundant crop of potatoes, large quantities were shipped to England, the French colonies, Gibraltar, &c.

The Parisian houses appear to prefer sending their cotton and woollen goods, paper, books, &c., across the ocean, *via* Nantes and St. Nazaire, by the steamboats of the Transatlantic Company, in lieu of by sailing vessels from Havre and Bordeaux, as heretofore; hence the increase in the exportation of these articles.

There is, however, a remarkable falling off in the exports of machinery; this is to be explained by the completion and expedition of large orders for Mexico and the Suez Canal Works, which orders were not repeated.

Ship Building, &c.—Nantes is the second port of France for commercial shipping importance, and the following Table, published by the French Custom-house, shows that—

	Vessels.	Tonnage.
Marseilles had, on the 1st Jan. 1866 ..	798	158,535
Nantes	745	134,962
Bordeaux	444	133,159
Le Havre	370	112,301

The total French mercantile navy was, on the same date, 14,814 ships, measuring 996,345 tons.

There is very little doing in the ship yards of Nantes. During the year 1866, 67 ships of 14,485 tons were built in the Department of the Lower Loire, of which eight were steamers measuring 50,090 tons.

The orders given to ship builders are greatly decreasing, and can only be explained by (1st) the low rate of freights, (2nd) the marked tendency of capitalists to retire from business, and place their money in the public funds, (3rd) the hesitation of ship owners to change their present property for larger and faster vessels, and (4th) the desire to see the manner the Law of the 19th May, 1866, will work, concerning the admission, free of duty, of ships built abroad.

On the 1st January, 1866, the number of ships registered in the port of Nantes was:—

	Vessels.	Tonnage.
Nantes	649	112,307
St. Nazaire	95	18,893
Total	744	131,200

On the 1st January, 1867:—

	Vessels.	Tonnage.
Nantes	657	113,232
St. Nazaire	88	21,730
Total	745	134,962

thus showing an increase of one in the number of ships, and of 3,762 in the tonnage.

The tonnage of the ships registered at the port of Nantes and St. Nazaire is as follows:—

	Nantes.		St. Nazaire.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
From 800 tons and over	..	..	10	15,058
700 tons to 800	3	2,307	..	..
600 " 700	1	612	..	..
500 " 600	19	9,929	..	..
400 " 500	43	20,114	2	854
300 " 400	62	22,624	6	2,139
200 " 300	59	14,523	3	675
100 " 200	200	25,650	4	531
60 " 100	182	14,639	17	1,328
30 " 60	48	2,185	13	632
20 " 30	20	508	4	94
10 " 20	4	55	25	401
Under 10	16	86	4	18
Total	657	113,232	88	21,730

Together, 745 vessels, measuring 134,962 tons.

Cotton Spinning.—The cotton spinners at Nantes and the surrounding districts cannot be considered to be very flourishing, for the reason that the article they manufacture wears badly, and also on account of the high price of raw cotton. Several spinners have lately renewed their machinery at a great expense, so as to be able to compete with the other manufacturing towns.

The quantity of cotton imported to Nantes by water gives no idea of the true consumption, as the greater part is brought by railway from other ports, whilst the cotton brought from Mexico is sent principally to the interior of France.

Sardine Fishery and Preserving.—The year 1866 was a very abundant one for the sardine fishery on the coast of Brittany, between Croisic and Concarneau, the fishermen having in many cases doubled their average hauls. It is estimated that 25,000,000 boxes of these fish in oil were made up by the preservers, and ready markets found in Egypt, British India, and Australia.

The profits, however, were much less than were expected, owing to the high prices that had to be paid for cod fish roe used as bait, and the fishing nets, the latter having been sold at from 30 to 40 per cent. higher than in ordinary years.

Exchange and Money.—The rate of interest at the Bank of France, notwithstanding the high price of money in England at the commencement of the year, remained during 1866 at a moderate rate, and was, consequently, obtained by merchants on reasonable terms.

The following shows the variations of interest during the year:—

	Per Ct.
1st January	4
5th	4½
16th February	4½
23rd March	3½
12th May	4
27th July	3½
From 31st August to the 31st December	3

Although there has been no financial crisis, or any branch of trade affected in particular, there have been several failures, both at Nantes and St. Nazaire; it is feared that 1867 will be still worse in this respect, as several speculations have been made rather rashly.

The average rate of exchange on England, during the past year, has been 25·20 per 1*l*.

Nantes, April 25, 1837.

RÉUNION.

Report by Acting Consul Major J. T. W. Andrews on the Trade of Réunion for the Year 1866.

THE following Table will show the number of British and foreign ships which entered and cleared the various roadsteads of this island during the year 1866.

No doubt English ships are deterred from coming to this colony owing to the circumstance which Mr. Consul Hay Hill has so often and forcibly drawn attention to, namely, the high duties to which all foreign vessels are subjected.

It appears that two out of the number of the British ships which arrived here were emigrant vessels, the remainder, only small crafts, trading between Mauritius, Madagascar, and this island.

Years.	ENTERED.								
	British.			Foreign.			Total.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1866	30	5,876	381	295	97,225	6,815	325	103,101	7,196
Years.	CLEARED.								
	British.			Foreign.			Total.		
	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.	Number of Vessels.	Tonnage.	Crews.
1866	23	5,299	345	283	90,235	6,567	306	95,534	6,912

The detailed statements of the exports and imports in the Tables hereunder have been obtained through the Collector of Customs.

The following Table shows the quantity and value of the exports during the year :—

Articles.	Quantity.	Value.			
		French Money.	English Money.		
		Francs.	£	s.	d.
Sugar, 1st type kilos.	12,487,152	6,230,125	249,205	0	0
" 2nd type.. .. "	31,234,648	14,953,644	598,145	15	2
" 3rd type.. .. "	4,679,253	1,122,075	44,883	0	0
Coffee "	381,281	708,792	28,351	13	7
Cocoa "	467	467	18	13	7
Cloves "	8,160	6,528	261	2	4
Mace "	276	621	24	16	9
Roots of Cloves "	1,368	273	10	18	4
Nutmegs.. .. "	2,228	2,228	89	2	4
Vanilla "	23,563	347,100	13,884	0	0
Small Vanilla "	9,053	52,644	2,195	15	2
Rum litres	160,772	96,464	3,858	11	2
Cotton kilos.	9,923	29,769	1,190	15	2
Potatoes }	..	197,584	7,903	7	2
Garlic }					
Onions }					
Vacoe Bags "					
Total	..	23,748,314	949,932	10	9

Sugar is the principal produce of the island. The quantity exported was as follows:—

	Kilos.
To France	41,379,212
„ Australia.	5,831,630
„ India	471,200
„ Great Britain	52,539
„ Spain and elsewhere	666,472
Total	48,401,053

The following Table shows the quantity and value of the imports during the year:—

Articles.	Quantity.	Value.		
		French Money.	English Money.	
		Francs.	£	s. d.
Rice kilos.	24,095,920	6,023,980	240,959	4 0
Guano „	6,046,005	2,418,402	96,736	1 7
Wheat „	2,859,424	940,600	37,624	0 0
Cotton Goods „	501,530	5,015,299	200,611	19 2
Grease of all kinds „	550,145	1,100,290	44,011	12 0
Wine litres	2,907,705	1,744,623	69,784	18 4
Leather kilos.	27,977	419,651	16,786	0 10
Haberdashery „	49,427	494,275	19,771	0 0
Mules head	498	373,500	14,940	0 0
Cattle „	4,894	978,800	39,152	0 0
Cod Fish kilos.	766,454	383,227	15,329	1 8
Dried Salt Fish „	549,580	274,790	10,991	12 0
Flour „	602,305	361,383	14,455	6 4
Dried Vegetables „	649,466	191,024	7,640	19 2
Olive Oil „	196,871	590,613	23,624	10 4
Dyes „	481,610	481,610	19,264	8 0
Coals „	2,962,300	207,361	8,294	8 9
Iron Bars „	412,104	164,841	6,593	12 9
Chemicals „	21,422	107,110	4,284	8 0
Colours „	40,220	201,100	8,044	0 0
Drugs „	17,041	170,414	6,816	11 2
Common Soap „	467,201	467,201	18,688	0 9
Grain „	2,536,755	761,026	30,441	0 9
Candles „	65,938	263,752	10,550	1 7
Vermouth litres	87,812	175,624	7,024	19 2
Woollen Goods kilos.	22,078	441,560	17,662	8 0
Linen „	16,267	162,679	6,507	3 2
Hats No.	7,792	116,890	4,675	12 0
Gunpowder kilos.	55,888	223,552	8,942	1 7
Wrought-Iron „	152,876	152,876	6,115	0 9
Iron Ore „	223,813	223,813	8,952	10 4
Wearing Apparel „	..	234,966	9,398	12 9
Furniture „	..	100,263	4,010	10 4
Clothes „	..	256,289	10,251	11 2
Other Articles „	..	4,455,366	178,214	13 7
Total	..	30,678,750	1,227,150	0 0

The total value of the exports and imports for the last five years is as follows, viz. :—

Years.			Exports.			Imports.		
			£	s.	d.	£	s.	d.
1862..	..	..	1,249,748	8	0	2,056,743	8	9
1863..	..	..	834,934	13	7	1,501,810	17	7
1864..	..	..	884,664	5	7	1,317,021	12	9
1865..	..	..	830,570	11	2	1,040,434	4	0
1866..	..	..	949,932	10	9	1,227,150	0	0

The Island of Réunion is naturally divided as it were into two districts by a range of mountains, running west-north-west from the sea-shore, at the Grande Chaloupe, between St. Denis and La Possession, and ending at the Grand Brûle, east-south-east.

These districts are known by the name of "La Partie du Vent" and "La Partie sous le Vent."

AGRICULTURE.

Sugar.—In the Partie du Vent, the sugar-cane crop of 1866 was superior to that of the previous year, but the high price of rice and other grain entirely absorbed the increased sum received in payment for the sugar.

In the Partie sous le Vent, the crop for last year has likewise been superior to that of 1865.

Coffee.—The cultivation of coffee has increased considerably in all the districts, but particularly in the Partie sous le Vent. The increase in the production of the plant for the last three years may be estimated at 500 per cent. With beetroot sugar in competition, and the present disease and destruction to the cane by the "borer" (to which I shall have occasion to allude further on in this report), the cultivation of coffee on a large scale might be found more profitable than to continue the cultivation of the cane.

Cotton has been produced in insignificant quantities, 9,923 kilos. having only been exported.

Vanilla is very much on the decline, and has suffered to a considerable extent for the last three years from a disease analogous to that of the vine. The leaf of the vanilla, when first attacked, assumes gradually a yellow colour, and then the plant, by equally slow degrees, turns to the same colour; this often takes from 18 months to two years, when it withers and dies. It is worthy of remark that vanilla cannot be replanted on the same ground again, and that the disease has made its appearance chiefly on the plantations, where they have used large quantities of guano. Up to the present time, the planters have been unable to find any remedy against this scourge.

Indian Corn.—For the last two years, Indian corn has been much on the increase. Last year the crop was so abundant that it contributed, to some extent, to diminish the effect of the high price and scarcity of rice.

Wheat.—For the last two years wheat has been cultivated with great success at St. Pierre, and it could be grown with equally good thrift in many other parts of the island.

About 30 years ago it was produced here in such quantities that it was exported to Mauritius, but since the commencement of the cultivation of the sugar-cane, it would seem that every other production has been abandoned as less lucrative.

It, however, must now be manifest to the planters that they must turn their attention to the cultivation of other products, for the soil is fatigued and exhausted by the incessant culture of the sugar-cane.

Rice.—The price of rice during the whole year was very high, ranging from 30 francs to 35 francs the 150 lbs. for that imported from Calcutta, and from 28 to 30 francs for that from Madagascar.

ACCLIMATISATION SOCIETY.

This Society is paralysed in its efforts for want of funds, which is not surprising considering the present state of the colony.

Lady Barkly, of Mauritius, forwarded to the Society, in August last, some seeds of the cinchona plant, which, I regret to say, only grew to about an inch in height, and died. This has since been attributed to the plant not having been transplanted to a colder region than that of the gardens at St. Denis. I have been assured, on good authority, that at the altitude of about 2,500 feet above the level of the sea, great results may be expected from the introduction of this plant.

POPULATION.

The census of the island up to the 31st of December, 1865, was in the following proportions:—

Resident Population.						Immigrant Population.		
Europeans.			Liberated Slaves.			Indians.		
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
41,708	34,131	75,839	33,324	22,757	56,081	41,174	7,042	48,216

Immigrant Population.								
Chinese and Arabs.			Africans and Malgaches.			Total Immigrants.		
Males.	Females.	Total.	Males.	Females.	Total.	Males.	Females.	Total.
1,045	11	1,056	18,164	4,634	22,798	60,883	11,687	72,070

Europeans	..	..	..	..	75,839	
Liberated Slaves	..	..	..	..	56,081	
						131,920
Immigrants	..	..	..	..	..	72,070
Total Population	..	..				203,990

PUBLIC WORKS.

At the present moment it would appear that the Government has abandoned, at all events for a time, the works connected with the St. Pierre Harbour, for no labour of any kind is being carried on. I am informed that upwards of 120,000*l.* have been expended on these works.

It may not be out of place here to state, that two English gentlemen, civil engineers, lately connected with the Mauritius Railway, passed six weeks at St. Paul, distant from St. Denis 20 miles by sea, at which roadstead they made various plans, with the view of there forming a harbour.

These gentlemen have obtained from the local Government, subject to the approval of the Imperial Government, a provisional concession of all dues to be collected during 99 years. They purpose raising the necessary capital in England, which, in my opinion, and I believe it is the general one here, is estimated at too low a figure, namely, 200,000*l.*

It is unnecessary for me to make any remark as to the incalculable advantage it would be to this island, whilst I am not prepared to admit that it would be a profitable investment for English capital, for I am of opinion, to make it pay, a direct communication with St. Denis is necessary; but to form a railway from St. Denis to St. Paul, would be a most costly undertaking, on account of the enormous tunnelling required in this mountainous district.

SHIPWRECKS.

I regret to have to report the total loss of three French vessels, during the year 1866, along the coast of this island, under the following circumstances: 1st, "Le Mascareignes," a colonial steamer, belonging to the island, employed in the transport of cattle from Madagascar, was totally lost on the evening of the 17th of May.

The captain of "Le Mascareignes" having anchored that morning too near to the shore, with the view to facilitate landing the cattle just arrived from Madagascar, had nearly completed his object, when the evening coming on he thought it more prudent to seek an anchorage further from land, and gave an order to heave up the anchor. After this had been done, it was found by an inexplicable mistake that there was not sufficient power of steam in the engines to move the vessel, and at the same moment that this was discovered, a panic seems to have taken possession of the whole crew, the ill-fated steamer immediately drifted on to the rocks, owing to the heavy rollers which nearly at all times visit the roadstead. The crew were saved, the captain perished at the moment of reaching the shore. During the night the wind became very high, and ere the morning arrived, little but the *débris* of this unlucky ship was to be seen.

The loss of this vessel is a very great one to this island, for it is much feared it will be difficult for the Colonial Government to replace "Le Mascareignes."

Since the wreck, beef, which was sold at 60 centimes the half kilogramme, has risen to 1 franc.

2nd. "La Normandie" was lost on the night of the 9th July, off St. Benoit, laden with a cargo of guano. The whole of the officers of this vessel were lost, but the crew saved.

The survivors have since been arrested on suspicion of having murdered the master, first and second mate, and steward, and having purposely stranded the vessel; a large sum of money is known to have been on board.

3rd. "La Sophie," a fine barque of 600 tons register, laden with a cargo of sugar, was at anchor in the roadstead of Sainte Marie, on the 7th of December, when, owing to a strong wind which was blowing, and as equally a strong current running, the unfortunate vessel dragged her anchor.

The master of "La Sophie," to avoid the danger which threatened, endeavoured to set sail, but at the moment of doing so, a sudden squall drove the ill-fated ship high on to the rocks; only a small portion of her cargo was saved.

So serious are these currents becoming, that I regret much to state that on the 27th of January "Le St. Leu," a square-rigged vessel with three masts, was becalmed 6 miles from land, and was driven with such violence by the current on to the shore, that within a few hours after she struck she became a total wreck. It would seem that in this instance every precaution possible was taken, two anchors were heaved overboard, and the crew took to the boats with the object of towing her from impending danger, but all their efforts were in vain.

GENERAL REMARKS.

This beautiful and picturesque little island, whereby an ascent of a few hours from St. Denis any climate can be obtained, presents at this moment the saddest aspect in a commercial point of view.

From the year 1852 to 1858, great improvements were made in the cultivation of the sugar-cane, as well as its fabrication; added to this the colony was spared the calamity of disastrous hurricanes; and owing to the continuance of the most favourable weather for the whole six years, the harvests were rich and abundant. In a word, the colony offered, at that period, a spectacle of the most flourishing state, for whilst the price of sugar was high, the price of rice and other grain was low.

During the four following years and a half, from 1858 to 1862, this state of prosperity was maintained, and at that period it would seem that this continued success completely bewildered the public, for the production of sugar at that period had reached the unprecedented amount of 70,000,000 of kilos. Then was it that fabulous sums were given for estates, and costly machinery was introduced for the manufacturing of sugar. Soon after that was accomplished, a series of calamities followed.

1st. Disease of the cane, in some measure, produced through insects of several kinds, the "borer" being the chief.

2nd. The soil not so prolific for want of rotation in the cultivation.

3rd. The tax on sugar increased by 12 francs 50 centimes the 100 kilos.

4th. Great reduction in the price of sugar in all the French markets.

5th. A new law forbidding the sugar manufacturer from improving the produce above a certain type, doubtless with the object of protecting the interests of those connected with the cultivation of beet-root in France. Thus the enormous sums incurred in the introduction and erection of machinery have all been lost.

The year 1863 opened under the most gloomy forebodings. Three hurricanes of great violence succeeded each other in the short interval of one month.

In the year 1864, as well as 1865, the credit of many commercial houses was much shaken.

The financial distress of the colony during the whole of these two years gradually increased. As a remedy, the "Credit Foncier" was applied to, the local government giving security for 20,000,000 francs.

This measure only postponed the ruin of a number of the planters, for it was impossible for them to pay the heavy rate of interest demanded, with each year producing a worse crop, and the conditions being that the interest should be paid in advance, and if not settled on the day fixed, within one month, the borrower to be forced to relinquish his property without recourse to legal proceedings.

The year 1866 opened with a more cheering aspect for the agriculturist, and the community generally, but as it advanced the state of affairs became alarming.

The crop of sugar was better than that of 1865, by about 6,000,000 kilos.; but the increase on the sale of the sugar was soon absorbed by the high price of rice and other grain, which augmented all the expenses attending the getting in the crop.

The Government abolished for a period of four months Customs duties on all ships entering the roadstead with rice, in consequence of its scarcity and high price causing much anxiety.

At this date of my reviewing the past, mention may be made of affairs of the present moment.

In most of the plantations, it is feared that the crop of this year will be 50 per cent. inferior to that of 1866.

The "borer" has already made sad havoc among the young canes, in spite of the most industrious care on the part of the planters, and added to this the country has suffered from an unprecedented long continued drought, which has caused the saddest apprehensions for the current year's crop.

The bank has already diminished the amount of its loans, for it has no other security for advances made than the produce which may be gathered.

The few remaining commercial houses are in a very critical state. Two of the most important have stopped payment within the last two months, and others are in consequence also completely ruined by these failures.

In conclusion of this melancholy report, I have but to add that an overwhelming consternation appears to pervade the community, despair is written on every face, and in the streets you see men in little groups talking of the catastrophes of to-day, and the expected diasters of the morrow.

Réunion, March 22, 1867.

ST. NAZAIRE.

Report by Mr. Vice-Consul Sutton on the Trade and Commerce at St. Nazaire during the Year 1867.

THE number of British vessels which arrived at this port during the past year was 223, of which 182 were steam colliers.

The tonnage exceeds that of last year (which amounted to 95,743 tons) by 42,893 tons, whilst, in 1864, it was only 52,860 tons.

The principal importation from Great Britain is coal.

Three British vessels arrived from Peru laden with guano, four from Havana with cargoes of sugar, and one from New York with petroleum.

One American ship, measuring 1,100 tons, arrived from Callao with guano.

Three Dutch ships, measuring 532 tons, arrived from Holland with general cargoes.

Twenty-four Norwegian ships, measuring 8,236 tons, from Norway with timber.

Seven Prussian vessels, of 2,520 tons, from Dantzic with timber.

One small Portuguese vessel, of 127 tons, arrived at Belfast, and took in a cargo of wheat for Oporto.

And two Russian vessels arrived loaded; the one measuring 858 tons, with a cargo of rice from Akyat, and the other a steamer, belonging to the Russian Steam Company in the Black Sea, measuring 667 tons, with a general cargo.

The number of French vessels entered at St. Nazaire, during the past year, was 485, measuring 142,455 tons, and 535 vessels, measuring 144,780 tons, have cleared outwards.

The two principal imports, besides coal from England, are sugar from Réunion and Mauritius, and guano from Peru. Ships generally leave in ballast.

Fifteen French Government transports arrived during the year, to ship stores and machinery for the different dockyards.

The works in progress for improving the entrance to the port are nearly completed, and will greatly add to the facility of entering the dock.

The following vessels were launched from the ship building yard of Messrs. Scott, at Penhonet: one steam-ship of 4,000 tons, and one of 500 tons, for the Transatlantic Company; three steamers of 1,000 tons each for the firm of Vallery, at Marseilles; one pontoon for the French Government; and an iron ship of 1,500 tons.

A new railway terminus has been opened, and several new buildings are in course of construction in different parts of the town.

The population of St. Nazaire is about 17,000, and the principal industries are ship building, and engine fitting. A great number of men have been thrown out of employ by the failure and closing of Mr. Scott's yard.

774 Soldiers of the French Foreign Legion were embarked here during the year for Mexico, and 2,907 men belonging to different regiments of the French army in Mexico, landed from Vera Cruz.

A large building was rented by the Government to serve as barracks, and a detachment of troops has been sent from Nantes to occupy it. The Transatlantic Company's steamers leave on the eighth of each month with mails and passengers for Martinique, St. Martha, Aspinwall, St. Lucie, Peru, &c. And on the 16th of each month for Havana, Vera Cruz, Cuba, &c.

Nantes, April 25, 1867.

ITALY.

MESSINA.

Report by Mr. Vice-Consul Rickards on the Trade of Messina for the Year 1866.

THE trade of Messina in 1866 presents an increase in the imports compared with that of preceding years.

The following statement shows the value of merchandise imported and exported in each of the last five years, viz. :—

Years.			Imports.	Exports.
			£	£
1862	..	..	681,390	889,055
1863	..	..	732,542	871,111
1864	..	..	884,298	986,738
1865	..	..	948,577	1,094,168
1866	..	..	995,463	1,097,966

SHIPPING AND NAVIGATION.

The quarantine restrictions in the year 1866 were a great drawback to shipping. The number of vessels which entered the port of Messina was not above the average.

The annexed table No. 1 shows the number and tonnage of foreign ships which entered the port of Messina in the years 1862–1866 inclusive. Table No. 2 will show the number, tonnage, crews, and value of cargoes of British vessels which entered the port of Messina in the years 1862–1866 inclusive.

The number of ships of every description which entered the port of Messina in the year 1866 was 5,047, of which 4,118 were laden, and 929 in ballast, and their total burthen 923,471 tons. Of the above, 3,420 were Italian vessels, burthen 273,960 tons, crews 44,450.

Port Charges.—The port charges at Messina for British vessels are :

Anchorage Dues 50 centimes (5*d.*) per ton. Sailing vessels discharging or taking in cargo may proceed to one or more ports to complete either, without paying a second anchorage fee. Steam vessels pay 50 centimes a ton per solar month, less a discount of 40 per cent. for engine room.

Sanitary Dues. Sailing vessels and steamers arriving from, or having touched at, any place in Turkey, Egypt, Syria, America, and the Western Coast of Africa, landing or taking in cargo or passengers, are charged 40 centimes (4*d.*) per ton. From all other countries sailing vessels pay 20 centimes (2*d.*), and steamers 5 centimes ($\frac{1}{2}$ *d.*) per ton.

Coasting Trade. Vessels engaged in the coasting trade pay 20 centimes (2*d.*) per ton yearly.

Bills of Health. 2 francs (1*s.* 8*d.*) is charged for a new bill of health when required. Vessels windbound, or calling for orders, may take pratique without paying any of the above dues.

VINTAGE.

Although the vine disease has all but disappeared, sulphur is still

freely applied as soon as the plants begin to blossom. The crop in 1866 was very abundant, and good table wine sells for about 1*s.* per gallon.

ORANGE AND LEMON TREES.

No remedy has yet been discovered to arrest the disease which has committed such ravages among orange and lemon trees. Gardens, which yielded from 80,000 to 100,000 oranges or lemons, do not give more than one-tenth of that figure.

Oranges and lemons form two very important articles of the exports from Messina.

In 1866, the quantity of fruit exported to Europe and America in its green, pickled or liquid state amounted to 700,000 boxes, 2,000 pipes pickled lemons, 2,000 pipes raw or concentrated lemon juice, 350,000 lbs. *avoirdupois* of essence, extracted from the peel. 1,000 lemons, price 9*s.*, yield one pound *avoirdupois* of essence, worth 7*s.*, and nine imperial gallons of lemon-juice, worth 6*d.* per gallon. Sixty gallons of raw lemon-juice are required to make 10 gallons of concentrated juice.

SILK CULTURE.

The result of the silk campaign of the year 1866, in Sicily, was conspicuous in the further falling off in the breed of Macedonia worms, which had, from the partial success obtained in some localities during the previous year (1865), encouraged rearers to keep eggs from those worms, whilst rearers of other districts purchased eggs from the speculators, who procured them either direct from Macedonia, or from Calabrians, who furnished them with the assurance of their being of direct importation, whilst they had been chiefly reproduced in Calabria, or the north of Italy.

The Japanese cartons were generally more unproductive than was anticipated, and this circumstance is attributed not only to the unsatisfactory condition of a large portion of the supply, but also to the unsuitableness of the leaves of the black mulberry-tree as food for the Levant and Asiatic breeds of silk-worms. The impression in this respect is further grounded on observations made at Gazzi, a village near Messina, where a person produced very healthy worms and good cocoons from cartons which were imported, and which worms fed entirely on leaves of the ungrafted Chinese mulberry, introduced here some years since. The eggs produced last year have succeeded perfectly well again this spring, and the worms, which have been again fed entirely with the same kind of leaf, are now in the *conocchie*, or wood, forming excellent cocoons, and the chrysalides are destined to furnish eggs for next season. Similar cartons, fed elsewhere last year on the leaves of the black mulberry, did not succeed. The remainder of the cocoons produced in Sicily were chiefly from indigenous worms, the eggs for which had been procured in Sicily from some of the high villages on the slopes of Mount Etna, and it was thought that by securing such for this season of 1867, a decent crop of cocoons might be obtained. From practical attempts made, however, at Gazzi to rear some worms from these eggs, there is much cause to doubt the future success of those who purchased cocoons in those villages, at fabulous prices, for the purpose of securing eggs to be produced under their own surveillance.

A retrospective view of the gradual falling off of the silk culture in this island amidst the difficult substitution of other races, is far from offering a fair prospect for the future, and especially so when it is considered that the black mulberry leaf is so little adapted as food for the Japan and China races of worms. The cultivation of the white mulberry-tree may be considered an exceptional one in Sicily, and almost confined

to the neighbourhood of Messina; but as so many of the black ones are being lost from the effects of some disease, it is to be hoped that they may eventually be replaced by the white, or by what is far better, the Chinese mulberry without grafting, so easily produced and propagated, and yielding, which may be gathered so quickly (for food) after planting the cuttings.

The résumé for the last year is that Sicily no longer produces the sixth of the old crops of the cocoons supplied formerly to the reelers of fine silks, and to those who produced coarse country silks.

PUBLIC WORKS.

The railroad to Catania was opened to passenger traffic in December 1866. The train starts every day at 7.30 A.M., and 3.30 P.M., stops at 13 different stations, and makes the trip to Catania (58 miles) in three hours and forty minutes. Stores are in the course of construction, and when finished the line will be opened to goods traffic.

PUBLIC INSTRUCTION.

The public schools continue to be well attended. There are three infantile schools for children of both sexes. These institutions are supported by donations and voluntary contributions. Children, besides their instruction, receive one meal a-day. There are also public schools for music and dancing, maintained by the Commune.

Messina, May 1, 1867.

SICILY.

Report by Mr. Consul John Goodwin on the Trade of Sicily for the Year 1866.

TRADE AND NAVIGATION.

THE shipping of Sicily rose from 7,340 vessels in 1865 to 8,970 in 1866, and the tonnage rose from 935,000 tons in 1865 to 1,331,769 in 1866.

British shipping rose from 280,000 tons in 1865 to 290,000 tons in 1866.

French shipping rose from 408,000 tons in 1865 to 450,000 tons in 1866.

Italian shipping fell from 547,000 tons in 1865 to 440,000 tons in 1866.

British trade underwent slight changes.

As to direct trade inwards 360 ships, measuring 150,000 tons, brought values of 435,000*l.* in 1865; and 350 ships, measuring 130,000 tons, brought values of 440,000*l.* in 1866.

As to direct trade outwards 453 ships, measuring 130,000 tons, and carrying values of 670,000*l.*, went from Sicily to England in 1865; and 538 ships, measuring 170,000 tons, and carrying values of 680,000*l.*, went from Sicily to England in 1866.

As to indirect trade inwards 414 ships, measuring 130,000 tons, came from the Adriatic and Italy to Sicily in 1865; and 185 ships, measuring 7,700 tons, came from the same countries hither in 1866.

As to indirect trade outwards 326 ships, measuring 128,000 tons, went from Sicily to the British provinces and the United States in 1865; and 181 ships, measuring 88,000 tons, went from Sicily to the same countries in 1866.

The following is a summary of the general trade in 1866:—

	Imports.	Exports.	Total.
	£	£	£
America, United States	39,693	492,643	532,336
Baltic, Belgium, and Germany	364,430	428,685	793,115
France	588,543	692,084	1,280,627
Great Britain and Colonies	799,030	1,031,770	1,830,800
Italian States	184,920	435,644	620,564
Other States	232,111	248,785	480,896
Total	2,208,727	3,329,611	5,538,338

The rate of exchange during the past year has been 60 tari per pound sterling.

Sicilian industry has been checked during the past year by an insurrection, followed by the cholera, in the capital and western part of Sicily.

Suspension of intercourse with Italy during their continuance has much lessened the amount of the trade between Italy and Sicily. A railway, 58 miles long, has been opened between Messina and Catania under favourable auspices. Sicilian agriculture has recently undergone a great

change ; Eastern Sicily, in particular, once called the granary of Rome, is now dependent on foreign countries for corn.

The cultivation of wheat has been almost superseded by that of rice, flax, and cotton.

The crops of rice and flax have been abundant ; the last crop of cotton proved a failure.

Many large steam ginning mills, built at a great outlay, have been closed for want of occupation.

Palermo, May 9, 1867.

PERU.

ISLAY.

Report by Mr. Consul C. Wilthew on the Trade of Islay for the Year 1866.

SHIPPING AND NAVIGATION.

THE total amount of British and Foreign shipping at this port for each of the last five years has been as follows:—

Years.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1862	52	16,638	50	15,889
1863	54	19,319	54	19,319
1864	37	16,743	37	16,743
1865	36	16,826	36	16,826
1866	41	17,570	41	17,570

TRADE AND COMMERCE.

Value of imports and exports for each of the last five years:—

Years.			Imports.	Exports.
			£	£
1862			308,853	384,835
1863			323,857	405,581
1864			175,011	461,334
1865			186,051	428,421
1866			249,799	483,822

The value of exports, as will be seen, has again exceeded that of imports, and both have exceeded those of the previous year.

Taking into consideration the goods imported coastwise, and those by the smaller merchants, the approximate value of imports during the year may be calculated at 350,000*l*.

The quantity of English fabrics has augmented. The wool trade has been large during the past year, and in value considerably in excess of, say 10 years ago.

The alpaca does not augment so much as sheep's wool, on account of the disease called "sarna," from which these animals, the alpacas, suffer. It attacks them about the legs, body, &c. It is a species of pustule which commences with matter, and afterwards is converted into small worms. No certain cure is known for it, and the disease is very contagious, and carries off sometimes the half, and even two-thirds of a flock. For this reason very few whites or mestizos keep alpacas, and the animal is, consequently, nearly entirely in the hands of the Indians.

The export duty on wool, levied since the 1st of April last, is detrimental to business, and it would be a great relief to the merchants if the Government of Peru could be induced to rescind so obnoxious a tax. As, however, it is easy of collection, being paid by the foreign houses,

and brings in revenue, it is not thought probable the Government will give way.

Some merchants are of opinion that it would be better for trade if they increased the import duty 5 per cent., instead of having an export duty, as the duty on imports, looking at other countries, is light.

The price of the raw material has been, on an average, the same as mentioned in my report of last year.

PUBLIC WORKS.

The parties who obtained the concession for the making of a railroad from some part of the coast to Arequipa, have not been able to comply with their contract, the time having expired at which they were to have commenced the works. They have been ordered to pay the fine, and the Government is open to fresh proposals.

Towards the end of the year a telegraphic line was commenced from this port to the city of Arequipa, and it is now in full operation.

The country enjoyed tranquility during the past year, and nothing further has transpired worthy of notice in this Consular district.

Islay, April 4, 1867.

PRUSSIA.

KIEL.

Report by Mr. Vice-Consul Von Iven, on the Trade and Commerce of the Port of Kiel, for the Year 1866.

THOUGH the mercantile transactions of the last year have in general yielded a satisfactory result to those engaged in them, they have not attained to that importance which might have been expected, when the geographical position of this place and its splendid harbour are considered.

Want of capital in the people, and the unsettled state of political relations, have been and are still the chief obstacles which our merchants, notwithstanding all their efforts, have been unable to surmount. It is, however, to be hoped that the advantages which Kiel offers will, from year to year, become better known, and procure for this place in future a larger share in the commerce of the Baltic.

AGRICULTURE.

The principal branch of commerce here, as has already been mentioned in former reports, is that of grain, in which transactions to a large extent have taken place.

The imports by sea during the last year have been large, and are reported to amount to 235,000 quarters.

The quantity received by railway and other land carriage is likewise of great importance, but it is impossible to give even an approximate estimate of its extent.

The prices of grain have been subject to great fluctuations, as will be seen from the following Table :—

	Highest.		Lowest.	
	s.	d.	s.	d.
Wheat per quarter	60	6	41	3
Rye "	40	0	31	6
Barley "	37	6	31	6
Oats "	24	9	22	0
Rapeseed.. .. "	61	3	54	3

Although we have lately had considerable exportations of wheat direct for England, as well as by railway to Hamburg, yet the stock of this kind of corn is still abundant in the country, and it may be taken for granted that an advance in prices in England would bring forward large quantities of this sort of corn for exportation. Owing to the local demand, the exportation of barley and oats could only be effected on a more reduced scale; as to rye, the quantity harvested will not be sufficient for the home consumption, which is very large, and a supply will consequently be required from abroad.

The stock of grain in the granaries in town is at present not large, and does not exceed 3,900 quarters of wheat, 4,100 quarters of rye, 1,700 quarters of barley, 1,800 quarters of oats; and the supply of corn on board of vessels in the harbour is considered as amounting to 1,500 quarters of wheat, 1,800 quarters of rye, 1,400 quarters of barley, 1,300 quarters oats.

The following are some particulars with regard to the result of the harvest of last year :—

Wheat.—The produce both of straw and grain is an average crop. The quality is satisfactory.

Rye.—The quantity harvested is much under an ordinary crop, and a large portion of it is of inferior quality.

Barley and Oats may be reckoned nearly an average crop of different quality.

Rapeseed falls very short of an average crop, and the new seed is deficient in weight.

Potatoes are an abundant crop, and, although in some places the disease has done damage, the quantity available for food, it is expected, will be sufficient.

The produce of butter has been larger, and prices, though in general high, have been subject to great fluctuations. The quality on the whole was satisfactory.

As to the state of the crops sown last autumn, their appearance is not quite satisfactory: wheat promises well, but rye is thin on the ground, and the young rapeseed plants have suffered from cold.

The agricultural spring operations, which had commenced, have since been interrupted by heavy and continued showers of rain, which destroyed in a high degree the hopes, hitherto entertained, as to a favourable result of the harvest of both kinds of spring corn, oats as well as barley.

The pasture grounds in this part of the country have a good appearance.

From the progressive extension of the town and neighbourhood the timber trade has greatly increased, and, according to present prosperity, it is not likely that a falling off in the trade of this article will take place.

The high prices of wood and turf, combined with a large consumption in the manufactories worked by steam, lately erected in the duchy, have given much encouragement to the coal trade, and there is no doubt that this branch of trade with England will steadily increase, and obtain from year to year a higher importance.

Owing to a large consumption in this duchy the importation of British manufactured goods must have been considerable, but I am quite unable to form any correct estimate of the quantity, as the by far larger portion of them is brought through indirect channels, which makes it impossible to trace their origin. The transit trade was very flourishing last year, the quantity of goods sent in transit through this place amounted to 23,700,000 lbs., of which 17,500,000 lbs. were forwarded to Denmark, and 6,200,000 lbs. to Russia, Sweden, and other countries.

A change in the tariff has taken place. The duties will henceforth be levied here in accordance with the somewhat modified stipulations of the Prussian "Zollverein" tariff.

The entrance of the Duchy into the "Zollverein" may now be regarded only as a question of time, and will be carried into effect as soon as it can conveniently be done.

The rates of freight were low last year, and did not at all answer the somewhat high expectations of our shipowners' shipping return.

RETURN of British Shipping at the Port of Kiel in the Year 1866.

Direct Trade in British Vessels from and to Great Britain.

ENTERED.

Number of Vessels.			Tonnage.			Total Number of Crews.
With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
24	..	24	6,126	..	6,126	209

CLEARED.

3	..	3	511	..	511	24
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Return of British Shipping at the Port of Kiel—*continued.*

Indirect Trade in British Vessels.

Countries.	ENTERED.						
	Number of Vessels.			Tonnage.			Number of Crews.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.	
Russia	1	..	1	284	..	284	10
Cleared.							
Russia	..	9	9	..	2,407	2,407	13
Prussia	..	3	3	..	812	812	25
Baltic	..	10	10	..	2,680	2,680	96
Total	..	22	22	..	5,899	5,899	195

RETURN of British and Foreign Shipping at the Port of Kiel in the Year 1866.

Nationality.	ENTERED.								
	With Cargoes.			In Ballast.			Total.		
	Vessels.	Tonnage.	Crews	Vessels.	Tonnage.	Crews	Vessels.	Tonnage.	Crews
British	25	6,411	219	..	..	..	25	6,411	219
Danish	1,130	33,720	...	23	1,110	...	1,158	33,830	...
Dutch	13	1,300	...	2	161	...	15	1,461	...
Hanseatic	8	1,099	...	1	112	...	9	1,211	...
Prussian	108	9,059	...	13	1,071	...	121	10,130	...
Hanoverian	26	1,424	...	4	291	...	30	1,715	...
Swedish	88	12,981	...	4	770	...	92	13,751	...
Norwegian	10	1,540	...	1	130	...	11	1,670	...
Oldenburg	4	246	...	1	51	...	5	297	...
Russian	56	12,156	...	3	570	...	59	12,726	...
Mecklenburg	14	2,710	...	1	190	...	15	2,900	...
Schleswig-Holstein	1,623	44,735	...	142	6,130	...	1,765	50,865	...
Total	3,105	127,381	...	200	10,586	...	3,305	137,967	...
Cleared.									
British	3	511	24	22	5,900	195	25	6,411	219
Danish	630	18,700	...	521	14,125	...	1,151	32,825	...
Dutch	11	1,170	...	4	291	...	15	1,461	...
Hanseatic	7	971	...	2	240	...	9	1,211	...
Prussian	72	5,645	...	45	4,186	...	117	9,831	...
Hanoverian	17	971	...	13	744	...	30	1,715	...
Swedish	13	1,830	...	75	11,361	...	88	13,191	...
Norwegian	2	280	...	8	1,236	...	10	1,516	...
Oldenburg	4	231	...	1	66	...	5	297	...
Russian	8	1,410	...	51	11,316	...	59	12,726	...
Mecklenburg	8	1,530	...	6	1,201	...	14	2,731	...
Schleswig-Holstein	421	14,165	...	1,302	35,956	...	1,723	50,121	...
Total	1,196	47,414	...	2,050	86,622	...	3,246	134,036	...

RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Kiel, in the Year 1866.

Nationality.	ENTERED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Danish	1,043	28,143	115	5,687	1,158	33,830
Dutch	7	680	8	781	15	1,461
Hanseatic	..	..	9	1,211	9	1,211
Prussian	72	6,121	49	4,009	121	10,130
Hanoverian.. ..	3	182	27	1,533	30	1,715
Swedish	78	12,037	14	1,714	92	13,751
Norwegian	3	385	8	1,285	11	1,670
Oldenburg	..	..	5	297	5	297
Russian	55	11,854	4	872	59	12,726
Mecklenburg	2	183	13	2,717	15	2,900
Schleswig-Holstein..	471	11,176	1,294	40,689	1,765	50,865
Total	1,734	70,761	1,546	60,795	3,280	131,556
Nationality.	CLEARED.					
	Direct Trade.		Indirect Trade.		Total.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Danish	1,074	28,112	77	4,713	1,151	32,825
Dutch	7	748	8	713	15	1,461
Hanseatic	6	809	3	402	9	1,211
Prussian	80	6,121	37	3,710	117	9,831
Hanoverian.. ..	9	612	21	1,103	30	1,715
Swedish	61	9,113	27	4,078	88	13,191
Norwegian	2	299	8	1,217	10	1,516
Oldenburg	1	65	4	232	5	297
Russian	46	10,516	13	2,210	59	12,726
Mecklenburg	4	1,012	10	1,719	14	2,731
Schleswig-Holstein..	261	8,210	1,462	41,911	1,723	50,121
Total	1,551	65,617	1,670	62,008	3,221	127,625

RETURN of Shipping of each Nation employed in the Coasting Trade at the Port of Kiel, in the year 1866.

Nationality.	Entered.		Cleared.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	..	..	..	..
Danish	123	3,715	83	2,480
Dutch	6	513	2	163
Hanseatic	..	..	..	..
Prussian	27	2,514	24	2,081
Hanoverian	7	410	9	556
Swedish	..	..	..	..
Norwegian	..	..	..	..
Oldenburg	1	53	..	..
Russian	..	..	..	..
Mecklenburg	1	171	..	..
Schleswig-Holstein ..	471	11,176	281	8,112
Total	636	18,552	399	13,392

RETURN of the Imports in the Year 1866.

KIEL.

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Articles.	From Great Britain.	From Russia.	From Sweden.	From Prussia.	From Mecklenburg.	From Schleswig-Holstein.	From Denmark.	Total.	
								Foreign Weight and Measure.	English Weight and Measure.
Wheat	..	3,600	2,200	6,100	2,100	23,000	83,100	120,100	57,200 quarters.
Rye.	..	15,850	..	11,450	1,850	6,700	123,700	159,550	76,100 "
Barley	..	..	1,400	7,800	1,800	18,000	65,850	94,850	45,900 "
Oats.	..	3,700	1,900	4,150	1,600	15,800	59,700	86,850	41,400 "
Peas	..	..	1,000	1,100	2,800	5,500	16,850	26,250	12,500 "
Rapeseed	..	..	..	3,100	2,700	5,600	9,850	21,250	10,100 "
Potatoes	..	..	..	2,280	1,900	3,800	5,700	13,680	1,080 tons.
Linseed	..	3,180	..	500	1,000	2,200	1,800	8,680	4,100 quarters.
Coals	..	147,850	..	..	..	..	..	147,850	21,100 tons.
Salt.	..	890,000	..	..	..	..	..	890,000	425 "
Oil.	..	35,000	..	..	..	..	..	285,000	2,700 cwt.
Timber	..	..	5,600	1,700	..	..	45,000	11,000	6,400 load.
Iron (raw)...	..	3,700	..	..	..	..	..	1,510,000	720 tons.
" (bars, plates, &c.)	..	1,510,000	..	..	..	..	..	1,900,000	910 "
Slates	..	700,000	1,200,000	..	..	..	..	530,000	250 "
Soda	..	530,000	..	..	..	..	..	420,000	4,000 cwt.
Tobacco	..	420,000	..	48,000	..	..	..	48,000	460 "
Hides	..	..	..	..	..	..	190,000	190,000	1,800 "

RETURN of the Exports in the Year 1866.

Articles.	To Great Britain.	By Railway to Hamburgh, Altona, &c.	To Holland and Belgium.	To Denmark.	Total.	
					Foreign Weight and Measure.	English Weight and Measure.
Wheat tonne	29,760	98,900	11,100	...	138,760	66,000 quarters.
Rye "	...	129,000	17,000	...	146,000	69,600 "
Barley "	9,500	65,000	1,600	...	76,100	36,220 "
Oats "	11,000	58,000	...	...	69,000	32,900 "
Peas "	1,500	23,000	2,000	...	26,500	12,650 "
Rapeseed "	...	7,800	3,500	...	11,800	5,500 "
Cattle Bones ... lbs.	464,000	...	...	...	464,000	225 tons.
Oilcakes "	860,000	...	380,000	...	1,240,000	590 "
Rags "	...	220,000	...	...	220,000	2,100 cwt.
Hides "	...	120,000	...	...	120,000	1,050 "
Cheese "	...	206,000	...	80,000	286,000	2,720 "
Butter "	...	960,800	...	...	960,800	9,150 "
Skins "	...	330,000	...	...	330,000	3,150 "

Shipbuilding.—Notwithstanding the low rates of freight in general, this branch of commerce was very flourishing last year, and vessels, when finished, could be disposed of easily and at good prices.

GENERAL REMARKS.

The political events which have lately taken place, have in a high degree influenced the destiny of this duchy, and the hope expressed above, that the favourable geographical situation of this town would soon be appreciated, has been already partly realised.

Kiel, destined to be the principal war port of the North German Confederation, will not only see its material welfare increase, but also acquire a greater political importance, which will not fail to console the people for the loss of their liberties, and make them forget the privileges they have hitherto enjoyed, considering that these sacrifices are made for the benefit of the now nearly united Germany.

Kiel, May 8, 1867.

ST. PETERSBURGH.

Report by Mr. Consul T. Michell on the Trade of St. Petersburg for the year 1866.

THE trade and shipping returns of this port, for the year 1866, show a marked increase over all previous years.

A. TRADE. 1. IMPORTS.

Notwithstanding a fall in the foreign exchanges quite unprecedented since the establishment of the present silver currency, the demand for foreign raw, and half-manufactured goods, was unusually active in 1866. Many importers had, indeed, guaranteed themselves against the fall in the exchanges that took place in 1866, by making arrangements early in the season for the purchase of foreign bills at a fixed and comparatively favourable exchange. The flourishing state of the principal branches of industry in Russia, will account for much of the increase in the importation of cotton, machinery, coal, and dye-stuffs, while the increase in tea, oil, rice, and sugar, may be attributed to the exhaustion of old stocks, or to a reaction of the small business done in previous years. The increase in the importation of raw and crushed sugar is, however, more especially due to a failure of the beetroot crop in Russia in 1865. The following Table (A) shows the principal items of import into St. Petersburg, from countries in Europe, during the year 1866, and the increase or decrease of importations as compared with 1865.

TABLE A.

Goods.	Quantity.	As compared with 1865.			
		Increase.	Per cent.	Decrease.	Per cent.
		Quantity.		Quantity.	
Sugar, raw and crushed. . . puds	1,553,309	944,013	155	..	..
Tea "	94,790	8,860	10	..	..
Coffee "	228,549	..	..	9,892	4
Other Colonial goods "	20,125	..	..	2,302	10
Tobacco "	38,268	218	$\frac{1}{2}$	..	..
Wine in casks "	245,110	38,685	14	..	..
" bottles No.	721,316	21,727	3	..	..
Spirituous liquors puds	10,789	1,913	21 $\frac{1}{2}$	..	..
Oil "	634,931	159,554	33 $\frac{1}{2}$	..	..
Fruit No.	28,907,274	10,761,056	59	..	..
Salt puds	766,780	11,991	1 $\frac{1}{2}$	..	..
Iron, unmanufactured "	990,268	297,543	43	..	..
" cast "	595,718	180,527	43	..	..
Cotton, raw "	1,543,642	787,139	104	..	..
" twist "	36,619	..	..	2,188	6
Woollen yarn "	56,880	1,305	2 $\frac{1}{4}$	..	..
Silk, raw and spun "	900	475	111 $\frac{3}{4}$	..	..
Indigo "	31,623	6,212	24 $\frac{1}{4}$	..	..
Other dye stuffs "	709,328	167,102	30 $\frac{3}{4}$	..	..
Cotton manufactures "	6,760	504	8	..	..
Flax "	8,410	..	..	658	7
Silk "	832	164	24 $\frac{3}{4}$	..	..
Woollen "	12,293	2,146	21	..	..
Petroleum "	246,707	78,625	46 $\frac{1}{2}$	..	..
Other goods, value in roubles	25,571,895	2,821,364	22	..	..
Total value silver roubles	83,700,265	24,094,404	40 $\frac{1}{2}$		
	£10,462,000				

The share of Great Britain in such a large increase of importation will be seen from the following Table (B), in which, however, it has been impossible to insert the relative money value, owing to its not having yet been computed at the Imperial Customs Department.

It is necessary to observe here, that the money value shown in Tables A and B, can only be taken as relatively, not positively, correct. Since 1865 the imports and exports have been estimated, in Russian returns, at a fixed official value, roughly determined, and destined to be recalculated if not abandoned for a computation of real value, at no distant opportunity. For this reason, it is impossible, without considerable trouble, to compare the statistics of trade, for years previous to 1865, with those for succeeding years.

TABLE B, showing the principal items of Import at St. Petersburg from Great Britain, between 1864 and 1866.

Description of Goods.	1864.	1865.	1866.	1865-1866.	
				Increase.	Decrease.
				Per cent.	Per cent.
Cotton, raw .. puds	662,666	733,217	1,128,232	53½	..
Machinery, value .. roubles	3,934,748	3,008,803	5,347,774	77½	..
Coal	3,503,566	665,756	1,020,016	53	..
Coffee puds	105,076	117,212	122,095	4	..
Sugar, raw & crushed ..	50,878	2,755	36,429	1,222	..
Oil	25,622	6,266	35,036	459	..
Porter, bottles	118,786	159,116	168,073	5½	..
„ in casks .. puds	8,483	8,277	7,988	..	3½
Salt	785,426	792,522	752,796	..	5
Tobacco	8,710	14,776	2,094	..	85½
Rice	74,570	48,765	57,175	17	..
Tea of all qualities ..	32,938	23,849	81,808	243	..
Cotton Twist	43,571	39,526	26,881	..	31½
Indigo	16,570	20,612	20,988	1½	..
Cochineal	6,655	7,697	9,574	24	..
Logwood	81,886	105,222	142,389	35	..
Cast-Iron, unmanu- factured .. }	776,962	350,880	536,206	52½	..
Iron, wrought	794,752	1,043,698	988,095	..	5
Copper	22,575	44,316	10,052	..	77
Lead	81,817	118,925	242,786	104	..
Soda	377,774	344,202	363,569	5	..
Wool	38,142	53,940	38,873	..	27½
Iron, manufactured roubles	1,364,119	2,628,936	3,227,273	22½	..
Cotton goods	478,742	248,562	258,180	3½	..
Flax	327,297	273,354	218,888	..	19½
Silk	11,492	19,574	37,428	91	..
Woollen	522,245	347,924	537,570	54½	..

2. EXPORTS.

The increasing premium on gold, and the more than corresponding fall in the foreign exchanges, were very favourable to the exportation of Russian produce in 1866, and it was further promoted by the increased importation of foreign goods, as shown in Table A, and by a great demand for bread-stuffs in England, owing principally to a falling off in the American supply.

The following Table (C) shows the principal items of exports from St. Petersburg to countries in Europe, during the year 1866, and the increase or decrease per cent. as compared with 1865. The relative nominal increase in value of the general exports of 1866, over those of

1865, is thus estimated by the Imperial Customs at 8,451,428 roubles, (1,056,428*l.*, at the average exchange for 1866), or 17½ per cent.

It appears from the following Table (D), which is compiled from a return published by Messrs. Maynard and Fishwicks, shipping-agents at Cronstadt, that the increased exportation of Russian produce in 1866, is in a very great measure due to the traffic with Great Britain.

While the great increase in the exportation of bread-stuffs to Great Britain was due to the high prices that ruled in England, in consequence of the decreased importation from America, the demand for St. Petersburg tallow is, no doubt, attributable to the apprehension of the effect, if not partly the effects themselves, of the cattle disease of 1866.

TABLE C, showing the principal items of Export from St. Petersburg, to countries in Europe, during the year 1866.

Goods.	Quantity.	As compared with 1865.			
		Increase.		Decrease.	
		Quantity.	Per Cent.	Quantity.	Per Cent.
Hemp Puds.	1,738,778	..	..	205,247	10½
Flax "	921,116	..	..	260,427	22
Tallow "	2,336,972	197,518	9¼	..	..
Hides, raw "	69,921	27,693	65½	..	..
Leather, Yufts "	12,199	..	..	6,143	33½
Iron "	404,451	277,125	217½	..	..
Copper "	9,419	..	..	2,323	19½
Bristles "	72,176	..	..	538	¾
Cordage "	121,363	..	..	19,940	13
Linen Pieces.	19,380	..	..	5,284	21
Breadstuffs Chetverts.	2,510,241	1,398,396	125½	..	..
Bones Puds.	387,778	..	..	28,813	1¾
Timber Pieces.	10,469	9,608	1,116	..	..
Potashes Puds.	533,554	..	..	45,789	7¾
Mats and Bags Pieces.	218,600	30,706	16	..	..
Rags Puds.	94,007	52,406	125¾	..	..
Miscellaneous Roubles.	18,994,859	1,777,976	10½	..	..
Total official value in Roubles..	55,836,020 £6,979,000	8,451,428	17½	..	..

N.B.—In 1866 the exportation of gold and silver from St. Petersburg exceeded the importation by 14,587,500 roubles (£1,823,000).

TABLE D, showing the principal items of Export from St. Petersburg to Great Britain, between the years 1864 and 1866.

Description of Goods.	1864.	1865.	1866.	1865-1866.	
				Increase.	Decrease.
				Per cent.	Per cent.
Hemp Puds.	1,183,398	1,416,625	1,231,982	..	13
Flax "	922,298	997,443	894,822	..	10
Wool "	216,471	214,847	308,055	30	..
Tallow "	1,345,562	1,916,580	2,044,410	6¾	..
Linseed Cake "	197,800	244,821	419,056	71	..
Linseed Chetverts.	351,427	388,112	484,230	24½	..
Wheat "	399,441	231,446	506,696	80	..
Oats "	665,238	672,862	1,133,291	68	..
Wheat Flour Bags.	4,998	..	125,926	..	..
Lath Wood Pieces.	607,534	1,089,900	979,326	..	10
Deals Stand. doz.	303,192	440,413	426,169	..	3

How far the trade, shown in the preceding Tables, has been carried on by English firms at St. Petersburg, will be seen from the following Statement of the number of vessels addressed to and dispatched by English merchants in the year 1866.

	Name of Firm.	Inward Freight.	Outward Freight.
		No. of Vessels.	No. of Vessels.
Coals	Allan and Co.	31	..
	Anderson, M., and Co. ..	6	101
Coals	Baird, Widow	71	..
Steamers	Birch, Josiah	21	37
	Blessig and Co.	12	..
Coals	Carr and Co.	8	..
	Cattley and Co.	3	22
Steamers	Cazalet, A., and Sons ..	3	..
	Clarke and Co.	11	226
	Froom and Co., H. B. ..	69	25
	Gwyer, S. K.	3	16
Coals	Handyside and Co.	51	2
	Harvey, E.	1	2
Steamers	Henley, A.	43	66
	Hill, A.	..	1
Steamers, &c. ..	Hills and Whishaw	1	43
	Hubbard, E., and Co. ..	7	143
	Miller, W., and Co.	45	63
	Thielcke and Busk	12	14
Ditto	Thomson, Bonar, and Co. .	38	38
	Townsend, A.	134	2
Coals	Whishaw, A. H., and Co. .	1	84
Total		571	885

The above figures show very strikingly how much more the English merchants at St. Petersburg are engaged in exporting Russian produce than in importing British goods. Of these, coals, machinery, and other heavy or duty free articles are alone imported by a few of the English firms.

The steamers are in most cases merely addressed to British houses, which act as agents of the owners, collecting, for a certain commission, the freight on the goods addressed to others.

The trade in British manufactured goods is almost entirely in the hands of small German houses, better acquainted than others with the complications of the Russian tariff.

CUSTOMS REVENUE.

The amount of duties collected at the Custom-house of St. Petersburg, in 1866, was as follows:—

		Roubles.
Duties on Imports .. ..	.. ..	10,820,870
„ Exports .. ..	.. ..	139,308
		10,960,178 (£1,370,125).

The total amount collected in 1865 having been 8,296,816 roubles, the increase in 1866 was 2,663,362 roubles, or 32 per cent. The estimates for 1866 had, however, anticipated an increase of 985,900 roubles more than the sum actually collected.

B. SHIPPING.

The shipping returns show a very considerable increase since the Crimean War, in the number and tonnage of the vessels, and particularly

of those under British colours, frequenting the ports of Cronstadt and St. Petersburg. The following Table shows the comparative tonnage of the British and foreign vessels entered between 1856 and 1866, and the relative proportion per cent. of British tonnage. Although the number of vessels arriving under Dutch, Prussian, Russian, and other foreign flags would appear to have increased more rapidly than the number of British vessels, yet the proportion of the tonnage supplied by Great Britain has been growing in a far greater ratio; the average proportion of British vessels, for the last three years, being 69 per cent. of the total tonnage entered at the ports of Cronstadt and St. Petersburg.

TABLE E, showing the Comparative Tonnage of the British and Foreign Vessels that entered the Ports of Cronstadt and St. Petersburg between the years 1856 and 1866.

Year.	Total Tonnage.	British.		Dutch.	Swedish and Norwegian	Russian.	Prussian.	French.
		Tonnage.	Per Cent of Total.					
1856...	520,004	218,442	42	67,438	44,944	19,236	35,906	12,960
1857...	456,748	209,728	45½	68,808	23,172	18,402	24,772	17,918
1858...	453,962	221,012	48	40,514	26,100	18,240	26,236	19,562
1859...	514,470	253,726	49	49,266	25,732	40,410	25,100	12,140
1860...	455,482	227,358	50	37,366	27,246	34,252	22,488	11,532
1861...	472,608	262,012	55	32,370	28,414	35,442	18,428	12,628
1862...	408,278	244,352	60	37,688	19,120	23,256	9,374	10,106
1863...	460,000	281,856	61	44,758	21,938	22,180	16,856	13,480
1864...	471,768	344,364	73	33,846	20,336	16,772	7,658	13,214
1865...	511,834	355,116	69½	36,638	16,974	16,754	16,324	12,690
1866...	664,920	421,202	64½	48,380	40,216	23,232	24,920	14,148
Total ...	5,390,074	3,039,168	...	497,072	294,692	266,186	228,062	150,378
Per Cent. ...	...	56	Average. 56	9	5½	4½	4	3

The relative amount of tonnage supplied by Great Britain at St. Petersburg between the years 1856 and 1866 has therefore been as follows :—

	Per Cent.
British	56
Dutch	9
Swedish and Norwegian	5½
Russian	4¾
Prussian	4
French	3
Other countries together	17¾
Total [.. .. .	100

The following Table shows that while the increase in the number of British vessels since 1856 has been 32¾ per cent., the corresponding increase in tonnage has been 69¾ per cent., or more than double. The increased tonnage is due to the greater size of the steamers, which are now superseding the use of sailing vessels in the Baltic trade.

TABLE F, showing the Number, Tonnage and Crews of the British Vessels that Entered the Ports of Cronstadt and St. Petersburg between the years 1856 and 1866.

	Number of Vessels.	Per Cent.		Tons.	Per Cent.		Number of Crews.
		Increase.	Decrease.		Increase.	Decrease.	
1856	868	..	..	218,442	..	..	..
1857	772	..	11	209,728	..	4	..
1858	814	5	..	221,012	5 $\frac{1}{4}$	..	..
1859	885	8 $\frac{3}{4}$	..	253,726	14 $\frac{3}{4}$	..	..
1860	820	..	7 $\frac{1}{4}$	227,358	..	11 $\frac{1}{2}$	..
1861	915	10 $\frac{1}{4}$	..	262,012	15	..	..
1862	891	..	2 $\frac{1}{2}$	244,352	..	6 $\frac{3}{4}$	..
1863	1,085	21 $\frac{3}{4}$	..	281,856	13 $\frac{1}{4}$	..	..
1864	1,144	5 $\frac{1}{4}$	..	344,364	22	..	..
1865	1,034	..	9 $\frac{3}{4}$	355,116	3	..	11,194
1866	1,161	12 $\frac{1}{4}$	..	421,202	18 $\frac{3}{4}$	..	12,611
Total	..	63 $\frac{1}{4}$	30 $\frac{1}{2}$	..	92	22 $\frac{1}{4}$	..
Total Increase	..	32 $\frac{3}{4}$	..	..	69 $\frac{3}{4}$	..	..

The following Statement shows the relative number of steamers that frequent this port :—

	Total Number of British Vessels.	Of which were Steamers.	Per Cent.
1856.. ..	868	155	17 $\frac{3}{4}$
1857.. ..	772	171	22
1858.. ..	814	146	17 $\frac{3}{4}$
1859.. ..	885	211	23 $\frac{3}{4}$
1860.. ..	820	145	17 $\frac{3}{4}$
1866.. ..	1,161	275	23 $\frac{3}{4}$

Sailing vessels are principally employed in the carriage of coal from England, as shown in the following Statement, and in the carriage back chiefly of such Russian raw produce as cannot be conveniently stowed in a steamer, as deals, and such as require much time in loading, as hemp and flax.

The number of vessels entered with coals has been as follows :—1856, 631; 1859, 760; 1862, 743; 1866, 1,024. Notwithstanding the great increase in the tonnage of British vessels, the proportion of foreign bottoms employed in carrying cargoes of Russian produce to ports in Great Britain, was very much greater in 1866 than in previous years, as shown in Table G.

TABLE G, showing the principal Ports in Great Britain to which Russian produce was shipped from Cronstadt in British and Foreign Vessels between the years 1864 and 1866.

	1864.		1865.		1866.	
	British.	Foreign.	British.	Foreign.	British.	Foreign.
London	488	96	478	105	512	216
Hull	131	10	140	14	148	39
Leith	43	25	33	12	61	56
West Hartlepool ..	40	1	26	2	15	11
Dundee	35	13	49	30	45	35
Aberdeen	13	14	33	20	14	17
Grimsby	17	6	24	11	7	9
Other Ports, and calling at Elsinore for orders }	153	70	183	82	201	181
Total	920	235	966	276	1,003	564
Grand Total ..	1,155		1,242.		1,567	

The numerical relation of foreign vessels to British, employed in carrying Russian produce to harbours in the United Kingdom has, therefore, been as follows :—1864, $25\frac{1}{2}$ per cent. ; 1865, $28\frac{1}{2}$ per cent. ; 1866, 56 per cent.

Foreign vessels are frequently preferred by the merchants of St. Petersburg for the carriage of goods liable to damage, such as flax, which is, to a great extent, exported in vessels of the class called “fruiterers.”

Freights.—The rates of freight for sailing vessels from Cronstadt to ports in the United Kingdom, were somewhat lower in 1866 than in some previous years, owing to a greater supply of British and foreign bottoms, consequent on more active importation.

Freights have accordingly ruled as follows :—

Ports and Goods.	May.	June.	July.	Aug.	Sept.	Oct.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
London—Tallow.. .. per ton.	18 0	..	19 0	21 0	18 0	17 0
„ Wheat.. .. per qr.	3 0	3 9	3 3	3 9	3 6	3 3
„ Oats „	2 4	..	2 6	2 3	2 3	2 6
„ Deals per st. doz.	45 0	50 0	50 0	50 0	42 6	35 0
Dundee and Montrose—Flax per ton.	30 0	46 0	37 6	30 0	30 0	30 0

Marine Insurance.—The usual rates of marine insurance at St. Petersburg are 1 to 6 per cent. in the case of sailing vessels, and $\frac{1}{2}$ to 3 per cent. in the case of steamers, according to the time of the year, the premiums rising about the month of August.

The shipping season commenced with the breaking up of the ice on the ^{21st April} 3rd May, and closed on the 10/22 November, having been shorter by two days than in 1865.

OBSERVATIONS ON THE PRICES OF RUSSIAN PRODUCE AS AFFECTED BY FOREIGN EXCHANGES.

The depreciation of the paper money, and the corresponding fall of the exchanges, now amounting to more than 20 per cent. from par,

have been somewhat favourable to the shipment of Russian produce. Theoretically, it might have been suspected that the prices of Russian goods would have risen with the fall of the exchanges, or that the Russian price and the foreign or gold price would have retained an exact relation to each other. A study of the accompanying Table, showing the medium rouble price and the corresponding sterling cost of Russian produce, between 1857 and 1866, will, however, prove that, practically, the relation has not been preserved.

TABLE showing the medium Rouble Price and the corresponding Sterling Cost, free on board at Cronstadt, at the average Rates of Exchange, of the principal Articles of Export from St. Petersburg between 1857 and 1866.

	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.	Average of Medium Prices.		Average Rise or Fall between 1857-1861 and 1862-1866, per Cent.	Rise. Fall.
											1857-1861.	1862-1866.		
Average rate of exchange pence per rouble	37½	35½	34½	35½	34½	34½	36½	32½	31½	29½	35½	33	...	7
Hemp, clean per berkowets R.	27½	25½	25½	26½	28½	33½	35	32½	29½	35½	26½	33	18½	...
" per ton free on board	£29 12 6	26 11 0	26 3 0	27 3 0	28 6 0	33 8 0	35 15 0	30 1 0	26 15 0	29 15 0	27 11 1	31 2 9	13	...
Flax, St. Petersburg, usual, 12 head per berkowets R.	32	40	51	43	45	42½	44	46½	42	53	42½	45½	7½	...
" per ton free on board	£24 4 0	40 15 0	49 5 0	43 12 0	43 8 0	41 12 0	46 1 0	42 19 0	37 11 0	44 2 0	42 4 9	42 9 0	½	...
Tallow, I. Y. C. per berkowets R.	50	45½	55	52	52	46½	40½	44	49	55	51	47	...	8
" per ton free on board	£51 11 0	46 9 0	53 3 0	51 8 0	49 2 0	44 12 0	40 7 6	39 12 6	42 15 0	50 1 0	50 9 9	43 9 7	...	13½
Linseed, No. 1 per chetvert R.	11½	10½	9½	10½	11½	12	12½	12	13½	14	10½	12½	18	...
" per imp. qr. free on board	£2 13 6	2 8 0	2 2 6	2 6 9	2 10 0	2 13 0	2 17 6	2 9 6	2 10 0	2 12 6	2 8 2	1 12 6	9	...
Wheat, Saxonska per chetvert R.	10½	9½	9½	10½	11	9½	8½	8½	9½	11½	10	9½	...	5
" per imp. qr. free on board	£2 8 6	2 2 6	2 1 0	2 6 9	2 8 0	2 2 0	2 0 6	1 15 6	1 18 0	2 3 0	2 5 4	1 19 9	...	12½
Oats, 6 pds. gross per chetvert R.	3½	4	4	4	4½	4½	3½	3½	3½	4½	4	3½	...	6½
" per imp. qr. free on board	£0 19 3	0 19 9	0 19 0	0 19 1	0 19 9	1 0 1	0 16 9	0 14 9	0 16 3	0 17 3	0 19 6	0 17 0	...	12½

It has been found almost impossible to give the absolute average price of Russian produce for the last ten years, as such average quotations would have to be based on a knowledge of the amount of business done at the several prices. The prices shown in the Table are deduced from the lowest and highest quotations in each month, and can, therefore, only be called the *medium* prices. Nevertheless, for purposes of comparison, the quotations thus obtained are quite sufficient, being, it is assumed, as correct for one year as for another.

In order to ascertain the effect of the fall of the foreign exchanges between 1857 and 1866, the decennial period has been divided, and the average prices in each group of years computed. As regards the foreign exchanges, notwithstanding a sudden rise, very little short of par, in 1863, owing to a partial resumption of cash payments, the fall in the second period (1862-1866), as compared with the average of 1857-1861, was 7 per cent.

The fluctuation of the Russian or paper prices of produce, during the two periods under consideration, gives the following result :—

					Per cent.
Hemp	..	..	..	..	rose 18 $\frac{1}{4}$ *
Flax..	..	..	..	..	" 7 $\frac{1}{4}$
Linseed	..	..	..	..	" 18
Tallow	..	..	..	..	fell 8
Wheat	..	..	..	..	" 5
Oats..	..	..	..	..	" 6 $\frac{1}{4}$

On the other hand, the sterling prices, at the corresponding average rates of exchange, were affected in the following manner :—

					Per cent.
Hemp	..	..	..	..	rose 13
Flax..	..	..	..	..	" $\frac{1}{2}$
Linseed	..	..	..	..	" 9
Tallow	..	..	..	..	fell 13 $\frac{1}{4}$
Wheat	..	..	..	..	" 12 $\frac{1}{4}$
Oats ..	..	..	..	..	" 12 $\frac{1}{2}$

Independently, therefore, of the various legitimate or regular effects produced on prices by foreign demand, bad harvests, and political disturbances, the value of Russian produce would appear, on the whole, to suffer rather than to gain by the unfavourable exchanges; for, in the transactions to which the quotations refer, it is evident that the rise of the Russian price has not been closely followed by the sterling price; and that even the fall in the Russian prices of tallow, wheat, and oats, when converted at the average rates of exchange, is double that of the sterling quotations. Thus while wheat would appear, according to its rouble price, to be cheaper by 5 per cent. in 1862-66 than in 1857-1861, the British consumer has obtained it 12 $\frac{1}{4}$ cheaper owing to the demand for gold in Russia; and further, while the Russian consumer of flax has been obliged to pay 7 $\frac{1}{4}$ per cent. more during the last five years than previously, the rise in price to the British consumer, who pays in gold, has only been $\frac{1}{2}$ per cent.

A strong argument will be found here against those Russian writers who allege that the raw produce of Russia is so necessary to Europe that it would be exported even were all imports of foreign goods into Russia prohibited. A study of the movements of prices will show that the Russian grower of wheat cannot command his own price abroad; and

* A glance at the Table will show that this high percentage of increase has been obtained owing to the exceptionally high prices of 1862-1863, from which there was subsequently a return to the low prices of 1857.

that having to compete with many other corn-producing countries, he must be content with a lesser price than formerly.

With the exception of the particular description of hemp shown in the Table as having risen $18\frac{3}{4}$ per cent. in price, and of the small increase in the price of linseed, every other item of Russian produce has been cheapened of late years to the foreign consumer, chiefly by the movement of the exchanges; and even the per cental rise in the price of hemp is fictitious, the high average having been obtained from the quite exceptional quotations of 1862 and 1863, produced by causes which have evidently since disappeared.

It cannot escape notice that the great and unequal fluctuation of the rouble and sterling price of Russian produce must have a strongly disturbing effect on all mercantile calculations. This will be still more clearly seen from the following Table which shows the highest, lowest, and average rates of exchange on London between the years 1857 and 1866.

TABLE showing the Average Rates of Exchange on London, at the Port of St. Petersburg, between the years 1857 and 1866.

Quotations.	1857.	1858.	1859.	1860.	1861.	1862.	1863.	1864.	1865.	1866.
Highest per rouble	$38\frac{13}{16}$	$36\frac{7}{8}$	$36\frac{11}{16}$	$36\frac{15}{16}$	$35\frac{5}{8}$	$35\frac{7}{8}$	38*	$35\frac{1}{8}$	$32\frac{3}{8}$	$32\frac{5}{8}$
Lowest .. "	34	$34\frac{1}{2}$	$31\frac{1}{4}$	$34\frac{1}{8}$	$32\frac{1}{2}$	33	$33\frac{1}{2}$	$29\frac{5}{8}$	$30\frac{1}{8}$	$25\frac{3}{4}$
Average.. "	$37\frac{1}{4}$	$35\frac{13}{16}$	$34\frac{5}{16}$	$35\frac{3}{4}$	$34\frac{1}{8}$	$34\frac{9}{16}$	$36\frac{15}{16}$	$32\frac{1}{2}$	$31\frac{1}{2}$	$29\frac{9}{16}$
Rise or fall of { per average { cent. }	..	-4	-2 $\frac{1}{2}$	+2 $\frac{1}{4}$	-4 $\frac{3}{4}$	+1 $\frac{1}{4}$	+6 $\frac{3}{4}$	-12	-3	-6

It will be seen that in 1866 the difference between the extreme quotations of the rouble was nearly 7*d*. A merchant who had not secured himself against such a fluctuation would necessarily incur loss; but in a great majority of transactions the foreign merchants of St. Petersburg protect themselves against unfavourable eventualities by purchasing bills for later delivery at a fixed rate of exchange, based on the anticipated though uncertain quotations of the season.

The guaranteeing of specified rates of exchange for remittances at stipulated periods is a branch of business not unprofitably carried on at the Exchange of St. Petersburg, although it is naturally one of the most hazardous of monetary transactions. The effects, indeed, might be disastrous were it not that competition scarcely prevails either in the foreign trade or in banking and bill-discounting.

The calculations necessitated by a varying exchange are of themselves detrimental to the extension of trade. As an illustration of this, it may be mentioned that the Russian dealers who supply the foreign exporters have, in the expectation this year of prices ruling as high as in 1866, made their purchases last autumn at rates which can only be profitable in case the exchanges remain at the level of that year. The financial arrangements of the Government—such, for instance, as the projected sale of the Moscow Railway, and the completed sale of Russian America, attended by no apprehensions of war—may not improbably cause the exchanges to rise, or at all events may prevent a fall as low as in 1866. In that case the foreign merchants will not be able to give the same price as in 1866, unless the demand from abroad be comparatively greater. The Russian dealers would, therefore, under such circumstances, hold on until the month of August, when they would be compelled to sell at a price regulated by the current rate of exchange.

* Partial resumption of specie payments.

The tendency of Russian produce to cheapen is one of the natural consequences of improved means of communication. Formerly, the produce exported from St. Petersburg had been grown two years previously: thus the wheat, the hemp, and the tallow of 1860 was only exported in 1862. Now, however, the inland stocks are considerably reduced; and at least half the cereals grown in 1866 will be available for exportation in 1867.

For two years past an English house at St. Petersburg (Clarke and Co.) has exported linseed grown the same year in the Ukraine, and brought to St. Petersburg, in time for shipment, by rail from Nijny Novgorod. The facilities which, it is expected, any Company purchasing the railway between Moscow and St. Petersburg will afford to the carriage of wheat, as yet condemned to float down rivers, will undoubtedly have an important effect on the trade of this port. If any further argument were required in support of the necessity of completing the lines of railway in this country, they will be found in the accompanying Table, drawn up by M. Solski, Secretary of the Agricultural Society of St. Petersburg, showing the quantity of corn sown and reaped in Russia between the years 1859 and 1863.

The quantity of linseed available for shipment, in 1867, is estimated in the annexed interesting statement, drawn up by Messrs. Cattley and Co. of this city, at 455,000 imperial quarters.

Province.	Sown.		Reaped.		Yield.		Chetverts for each Inhabitant.	
	Winter Corn.	Spring Corn.	Winter Corn.	Spring Corn.	Winter Corn.	Spring Corn.	Winter.	Spring.
	Chetverts.*	Chetverts.	Chetverts.	Chetverts.	Fold.	Fold.		
Northern Zone ..	1. Archangel ..	15,740	62,150	206,000	4.2	3.3	0.22	0.74
	2. Vologda ..	230,600	474,600	1,340,000	4.1	2.8	0.98	1.37
	3. Olonets ..	58,350	86,670	215,400	3.7	3.8	0.72	1.11
	4. St. Petersburg ..	150,500	267,100	503,130	3.4	3.4	0.42	0.76
Alaun ..	5. Novgorod ..	336,000	742,400	1,150,000	3.4	2.6	1.26	2.12
	6. Tver ..	652,900	1,317,600	2,917,000	4.4	3.5	1.87	2.60
	7. Tskof ..	325,000	550,000	1,172,500	3.6	2.8	1.63	2.14
	8. Smolensk ..	931,454	1,143,000	2,450,000	3.3	2.9	2.14	2.99
Baltic ..	9. Esthonia ..	92,300	121,500	470,000	4.9	3.8	1.41	1.5
	10. Livonia ..	227,000	326,000	1,313,000	5.7	6.4	1.41	2.26
	11. Courland ..	135,000	162,500	813,000	6.0	5.6	1.44	1.62
	12. Witebsk ..	270,550	421,500	765,000	2.8	2.8	0.98	1.52
Lower ..	13. Mohileff ..	346,200	556,000	818,300	2.4	2.5	0.88	1.52
	14. Minsk ..	490,000	590,000	1,960,000	4.0	3.3	1.94	1.94
	15. Grodno ..	407,000	294,060	813,500	3.4	2.8	1.56	0.94
	16. Wilna ..	362,000	400,000	1,075,000	3.0	2.8	1.19	1.23
Carpathian ..	17. Kovno ..	388,400	445,200	1,743,630	4.5	4.2	1.65	1.79
	18. Kief ..	680,400	753,100	3,520,000	5.2	4.1	1.74	1.53
	19. Volhynia ..	541,600	624,500	2,060,000	3.8	3.3	1.28	1.30
	20. Podolia ..	729,500	745,000	2,752,000	4.1	3.6	1.6	1.47
Steppe ..	21. Chernigoff ..	551,000	560,000	2,150,000	3.9	2.5	1.44	0.96
	22. Poltava ..	805,800	1,100,000	2,980,000	3.7	3.3	1.55	1.91
	23. Kharloff ..	485,000	865,600	2,820,000	3.2	3.2	0.97	1.77
	24. Kherson ..	355,000	421,000	2,100,000	5.9	5.0	1.58	1.61
Steppe ..	25. Bessarabia ..	236,900	453,400	1,440,500	6.0	6.0	1.40	2.65
	26. Ekaterinastaf ..	260,000	650,000	2,205,000	3.5	3.3	0.80	1.95

* Chetvert = .632 quarter.

Corn Sown and Reaped in Russia or Europe—*continued*.

Province.	Sown.		Reaped.		Yield.		Chetverts for each Inhabitant.	
	Winter Corn.	Spring Corn.	Winter Corn.	Spring Corn.	Winter Corn.	Spring Corn.	Winter.	Spring.
Steppe Zone— <i>cont.</i>	Chetverts.	Chetverts.	Chetverts.	Chetverts.	Fold.	Fold.	0.69	2.63
	125,000	300,000	423,000	1,600,000	3.3	5.3	1.40	3.70
	28. Don Cossacks	266,500	1,332,600	3,517,100	5.0	4.4	2.58	2.89
	29. Saratoff	954,000	4,229,000	4,637,000	4.4	3.6	0.26	0.64
	30. Astrakhan.	84,000	125,140	310,000	3.8	2.7	1.43	2.20
	31. Yaroslaf	390,000	786,000	1,389,000	3.5	2.3	1.53	2.12
	32. Kostroma	512,000	1,646,000	2,284,000	3.2	4.0	2.52	3.19
	33. Nijegorod	765,000	3,250,000	4,100,000	4.4	3.8	2.72	3.70
	34. Penza	766,200	3,223,000	4,370,000	4.2	4.0	2.14	3.00
	35. Tamboff	993,200	4,226,000	6,003,000	4.2	3.0	1.96	2.70
Central "	36. Voronej	1,085,000	3,800,000	5,250,000	3.5	3.1	2.12	2.45
	37. Kursk	947,000	3,850,000	4,450,000	4.0	2.8	2.61	2.73
	38. Orel.	982,130	4,050,000	4,230,000	4.1	3.8	1.16	2.43
	39. Kaluga	403,000	1,603,000	2,345,000	2.7	2.6	3.06	3.74
	40. Tula	863,900	3,530,000	4,315,000	4.0	2.3	0.88	1.24
	41. Moscow	517,100	1,385,500	1,950,000	2.6	2.6	1.64	2.00
	42. Vladimir	586,600	2,000,000	2,430,000	3.4	4.3	3.05	3.64
	43. Riazan	703,174	4,330,700	5,164,000	6.1	3.1	2.79	2.33
	44. Simbirsk	680,000	3,801,000	2,763,000	4.8	2.3	1.65	1.68
	45. Katan	845,900	2,663,200	2,709,000	3.1	2.8	1.46	2.77
Ural "	46. Viatka	2,156,800	3,250,000	6,155,000	2.2	3.0	0.64	2.30
	47. Perm	1,450,480	1,375,400	4,940,000	2.6	4.0	1.76	2.60
	48. Orenburgh	516,000	3,250,000	4,800,000	5.0	3.9	1.41	4.57
	49. Ufa.	650,000	2,368,000	7,667,000	3.6	3.3	1.64	2.25
	50. Samara	642,200	2,368,000	7,667,000	3.6	3.3	1.64	2.25
	Total ..	25,535,971	40,870,980	136,636,700	3.9	3.89	1.64	2.25
				236,254,700 *				

* About 161,125,000 quarters.

Linseed.—Shipments from St. Petersburg from the commencement of the trade, and other particulars as to destination and contract prices, from Messrs. Catley and Co.'s statistics. The first shipment was made in 1771.

Years.				Total Shipment.	Of which destined to Hull.	Contract Prices of No. 1, per Imp. qr., f. o. b.	
				Chetverts.	Chetverts.	s.	d.
1771	..	..	..	160	..	..	..
1772	..	..	..	977	..	..	..
1773	..	..	..	408	..	..	..
1774	..	..	..	877	..	..	..
1775	..	..	..	14,134	..	..	..
1776	..	..	..	11,449	..	..	..
1777	..	..	..	18,454	..	..	..
1778	..	..	..	32,331	..	..	..
1779	..	..	..	13,921	..	..	..
1780	..	..	..	15,744	..	..	..
1781	..	..	..	13,482	..	..	..
1782	..	..	..	2,789	..	..	..
1783	..	..	..	4,892	..	..	..
1784	..	..	..	25,085	..	..	..
1785	..	..	..	28,325	..	..	..
1786	..	..	..	24,742	..	..	..
1787	..	..	..	52,235	..	..	..
1788	..	..	..	45,294	..	..	..
1789	..	..	..	48,824	..	..	..
1790	..	..	..	33,492	..	..	..
1791	..	..	..	13,592	..	..	..
1792	..	..	..	25,519	..	..	..
1793	..	..	..	21,857	..	..	..
1794	..	..	..	25,532	..	..	..
1795	..	..	..	63,963	..	..	..
1796	..	..	..	68,441	..	..	..
1797	..	..	..	54,951	..	..	..
1798	..	..	..	73,272	..	..	..
1799	..	..	..	55,373	..	..	..
1800	..	..	..	65,258	..	..	..
1801	..	..	..	55,005	..	..	..
1802	..	..	..	78,482	..	..	..
1803	..	..	..	61,039	..	..	..
1804	..	..	..	55,336	..	..	..
1805	..	..	..	67,611	..	..	..
1806	..	..	..	40,636	..	..	..
1807	..	..	..	26,744	..	..	..
1808	..	..	..	War	..	..	..
1809	..	..	..	4,967	..	..	..
1810	..	..	..	} War	..	..	..
1811	..	..	..		..	..	..
1812	..	..	..	25,781	..	..	..
1813	..	..	..	18,013	..	..	..
1814	..	..	..	64,966	..	..	..
1815	..	..	..	39,181	..	..	..
1816	..	..	..	38,033	..	..	..
1817	..	..	..	47,670	..	..	..
1818	..	..	..	39,042	..	..	..
1819	..	..	..	32,179	..	..	..
1820	..	..	..	53,546	..	..	..
1821	..	..	..	40,500	..	..	..
1822	..	..	..	35,234	..	..	..
1823	..	..	..	30,491	..	..	..
1824	..	..	..	45,642	..	..	..
1825	..	..	..	58,109	..	..	..

Shipments of Linseed from St. Petersburg—*continued.*

Years.				Total Shipment.	Of which destined to Hull.	Contract Prices of No. 1, per Imp. qr., f. o. b.	
				Chetverts.	Chetverts.	s. d.	
1826	..	..	..	52,239	14,996	29 0	} Per Messrs. C. Co.'s Annual Circular.
1827	..	..	..	93,231	28,682	31 2	
1828	..	..	..	144,494	38,282	29 5	
1829	..	..	..	162,289	33,017	28 8	
1830	..	..	..	183,167	42,534	33 4	
1831	..	..	..	211,287	51,529	36 3	
1832	..	..	..	152,678	49,338	33 3	
1833	..	..	..	153,369	34,107	39 10	
1834	..	..	..	144,245	39,032	42 4	
1835	..	..	..	237,182	56,379	41 2	
1836	..	..	..	189,906	91,101	38 10	
1837	..	..	..	259,473	111,302	34 0	
1838	..	..	..	263,843	119,743	38 10	
1839	..	..	..	236,315	134,901	35 6	
1840	..	..	..	296,635	129,704	42 8	
1841	..	..	..	368,286	79,989	45 2	
1842	..	..	..	276,628	79,407	36 0	
1843	..	..	..	315,077	135,634	35 10	
1844	..	..	..	315,248	134,536	35 0	
1845	..	..	..	385,662	146,947	41 0	
1846	..	..	..	171,550	89,872	43 10	
1847	..	..	..	245,341	77,794	34 7	
1848	..	..	..	279,493	127,433	36 5	
1849	..	..	..	307,100	133,643	38 7	
1850	..	..	..	242,148	114,253	44 6	
1851	..	..	..	224,702	124,178	35 8	
1852	..	..	..	204,091	89,313	35 5	} Per daily Price Current at about 1-13 March.
1853	..	..	..	355,557	196,903	35 5	
1854	..	..	} War	..	..	..	
1855	..	..		..	..	..	
1856	..	..		527,411	290,493	55 2	
1857	..	..	..	344,342	235,730	52 4	
1858	..	..	..	214,745	145,656	47 8	
1859	..	..	..	213,159	147,018	46 1	
1860	..	..	..	289,880	221,465	47 2	
1861	..	..	..	179,027	146,121	48 5	
1862	..	..	..	346,814	220,580	52 2	
1863	..	..	..	317,324	233,836	59 9	
1864	..	..	..	436,889	316,719	45 9	
1865	..	..	..	456,242	297,233	48 6	
1866	..	..	..	536,338	406,567	55 5	

SUMMARY.

Years.	Total Shipped.	Shipments to Hull.	Years.	Total Shipped.	Shipments to Hull.
	Chetverts.	Chetverts.		Chetverts.	Chetverts.
1771 to 1780..	108,455	..	1821 to 1830..	845,696	..
1781 „ 1790..	279,160	..	1831 „ 1840..	2,154,913	817,136
1791 „ 1800..	467,758	..	1841 „ 1850..	2,906,533	1,119,508
1801 „ 1810..	389,770	..	1851 „ 1860..	*2,378,877	*1,450,852
1811 „ 1820..	358,411	..	1861 „ 1866..	+2,372,634	+1,625,596

Estimated supply for 1867, about 650,000 chetverts, equal to 455,000 imperial quarters.

Price of No 1 for August, on {^{25th February,}
9th March, } 45s. 10d. to 47s.

* Eight years shipments, as there was war in 1854 and 1855.

† Six years only. For ten years, at the same rate, the quantities would be, respectively, total chetverts, 3,950,000; Hull, 2,709,326.

GENERAL OBSERVATIONS.

One of the most frequent causes of complaint at Her Majesty's Consulate is the unsatisfactory nature of the settlements for freight between consignees and masters of vessels. Although the port charges imposed by the Russian Government are exceedingly moderate, freights are unfortunately subjected at St. Petersburg to a variety of deductions, which, if not absolutely onerous, are nevertheless vexatious, and even in one case, from the standpoint of British and international law, most undoubtedly unfair. A great number of masters of vessels have applied for aid and protection under the following circumstances :—

One of the mercantile charges imposed in this city is a commission of 3 per cent. "for the collection of freight," payable whether the cargo belongs to the consignee, or is only addressed to him; and payable also notwithstanding any stipulation to the contrary in the charter party.

Most of the charter parties for the Baltic contain the following clause :—"Freight payable in a good and approved bill, and partly in cash for ship's use, free of all deductions" (or commission).

The consignee, however, basing his right on a decision of the Commercial Court, given in a case which was tried at the instance of Lord Napier, then Her Majesty's Ambassador in Russia, invariably insists on charging a commission of 3 per cent.

Even the principal English merchants urge in defence that a stipulation made on the other side, at variance with the law of custom at St. Petersburg, cannot be binding upon them; and that, moreover, they do not deduct the commission from the freight, but charge it to the master of the vessel, for convenience, at the time of settlement.

They also urge that they cannot be expected to do the ship's business, especially if she brings a general cargo, unless they are indemnified for so doing; and in many cases agreements are made for the collection of the freight of a line of steamers in consideration of a certain rate of remuneration, never, however, exceeding 2 per cent. on the amount of inward freight. Other masters of vessels who have signed charter parties stipulating a charge of not more than 2 per cent. commission, have been compelled to pay the full rate of 3 per cent. authorised, as it has been ruled, by the custom of the port. On the other hand, the Russian law recognises as valid and binding, all documents and contracts whatever executed in conformity with the laws of foreign countries.

The exception thus made in the case of charter parties is therefore a constant subject of contention between masters and consignees, and ought to be removed. It is, to a considerable extent, maintained by the connivance of shipbrokers in England, who are not only aware of the inutility of the clause, "free from deductions," but who also not unfrequently stipulate privately with the consignee on this side that half the commission shall be returned to them.

Until the Law as it now stands is amended, the only advice that can be afforded to British shipmasters in such cases is, that they should pay the commission claimed, under protest, and recover the amount from the charterers in England.

But there is another charge which certain German merchants, dealing principally in coals, have recently endeavoured to impose under the title of "discount for cash." These firms cause the shipbrokers on the other side to introduce a clause in the charter party to the effect that the master may receive "cash for ship's use, less usual discount."

A complaint was lodged at Her Majesty's Consulate in August last, by the agents of the "Volunteer" steam ship, against an extensive con-

signee of vessels laden with coals, who actually deducted discount for cash at the rate of 16 per cent. per annum; and when expostulated with, insisted on his right to charge at least 10 per cent. per annum.

A similar attempt was made by another agent for coals, who, when summoned before a magistrate, was compelled to abandon the charge for discount, which the Exchange Committee formally declared to be illegal, as the rate of exchange at which freights are settled at this port already includes the discount for a bill at three months' date.

In the case of the "Volunteer," the consignee has appealed from the decision of the Justice of the Peace, but the case has not yet come on for hearing at the Central Court.

The new open courts of law are working very satisfactorily, and will in time exercise a most salutary effect on public morality. The fear of exposure, and the certainty of condemnation in case of guilt, without hope of escape from punishment by means hitherto employed, are all deterrents from dishonesty which, by establishing confidence and credit, cannot fail to promote the internal and foreign trade of the country.

Unfortunately, however, the Commercial Court at St. Petersburg is still the only tribunal competent to deal with disputes arising within this district out of commercial transactions, and involving sums not under 150 roubles (23*l.* 10*s.* at par); and it is also alone competent to take cognizance of claims arising out of bills of exchange for whatever amount.

The decision of such a Court being final in all cases involving the payment of less than 3,000 roubles (475*l.*), many commercial disputes are compounded, to the prejudice frequently of those who are in the right, in order to avoid the uncertainty and dilatoriness of proceedings before a tribunal which is partly composed of merchants, to whom the Commercial Code is not altogether familiar, and who in most cases limit their activity to an acquiescence with the finding of a clerk, secretary, or attorney.

It is proposed by the Imperial Government to reform the law relating to bills of exchange and bankruptcy, and it is not unlikely that the Commercial Courts will be remodelled at the same time.

Commercial Legislation.—The most important measure affecting trade, introduced by the Imperial Government in 1866, was the abolition of certain small custom-houses on the western land frontier, which yielded but little revenue, and were considered rather as facilities than as obstructions to smuggling.

The tariff was altered on the 17th February, as regards the duty on foreign salt, which can now be brought to all Russian ports without distinction, on payment of a uniform duty of 35 copecks per pud.

The differential duty of 16 copecks per pud, in favour of certain Russian harbours in the Baltic, has thus been abolished.

The only other regulation in 1866, affecting the tariff, was a prohibition to import paper bearing photographic pictures which only appear when dipped in water.

The Customs' Department adopted, in 1866, a new system of valuing the imports and exports in their returns of trade and navigation. After waiting for some time in vain for the observations which they solicited on the scale of prices proposed to be adopted as fixed or official values, the returns for 1865 were prepared in conformity with the projected prices, which are in most cases merely the average quotations of the prices negligently declared for some preceding years.

A convention was concluded last year between Russia and Belgium, concerning the reciprocal right of establishing Joint Stock Companies in the respective countries, with the exception of Companies for Fire and Life Insurance. As the convention stipulates that the rights of all

such Joint Stock Companies shall only be exercised in conformity with existing laws in Russia and in Belgium, it does not appear that anything has been gained beyond what is already conceded by the general law of Russia regulating the establishment of Limited Liability Companies.

It is still necessary, before the formation of a Joint Stock Company abroad for the purpose of financial or other operations in Russia, to obtain the sanction of the Minister of Finance to the principal points in the articles of association, and particularly to such as relate to the issue of shares and debentures, and the amount of capital paid up or held in reserve.

Other countries in which the Code Napoléon prevails, have followed the example of Belgium in concluding similar conventions; but the practical necessity for such agreement between Great Britain and Russia has not yet arisen, English Limited Liability Companies already in operation in Russia having obtained a *legal status* without any difficulty.

On the 9th June, 1866, Lieutenant-General Greig, Senator, was appointed Assistant-Minister of Finance, vice Mr. Nebolsin.

Mr. H. J. Atkinson, Mayor of Hull, was presented to their Imperial Majesties the Emperor and Empress at Peterhof, and had the honour of delivering to the Emperor addresses from the Corporation and Chambers of Commerce and Shipping of Hull, congratulating His Imperial Majesty on his escape from assassination on the 4/16 April. Mr. Joseph Wrigley, Jun., representing the united Chambers of Commerce of Great Britain, accompanied Mr. Atkinson, and subsequently made a journey with him to Nijni-Novgorod, and the manufacturing districts of the province of Vladimir.

Mr. Atkinson and Mr. Wrigley were received by their Majesties in the most flattering manner, and obtained encouraging assurances of the solicitude of the Emperor for the development of trade between Great Britain and Russia.

Among the events of the past year, affecting British commercial and shipping interests, the visitation of cholera has unfortunately to be recorded. The epidemic broke out on the 14/26 of June, and progressed in severity until the end of July, when, in consequence of great rains and a low temperature, it decreased, only to break out again with considerable vigour towards the end of August.

It disappeared in October, after making 3,792 victims at St. Petersburg, out of 17,830 who were attacked, and 476 victims at Cronstadt, out of a total number of 1,062 who were treated for cholera.

The number of British seamen who died, at Cronstadt, of cholera, was 16, out of 41 cases brought to the hospital in which temporary accommodation was most kindly provided by the Imperial naval authorities. At St. Petersburg no death from cholera among British seamen was reported to Her Majesty's Consulate; and the Board of Trade, by their acknowledgement of the services rendered by Dr. Carrick, Physician to Her Majesty's Embassy, have been pleased to attribute this satisfactory result, in a great degree, to the vigorous adoption of preventive measures.

The condition of the British Seamen's Hospital, at Cronstadt, established in 1859, having been found unsatisfactory, it was resolved at a meeting of British shipmasters, held at Cronstadt, on the 11th July, 1866, to establish a new hospital on a different basis. The committee appointed by the meeting have been actively engaged in carrying out their instructions, and, with the liberal assistance of the Board of Trade, the British factory, the Russia Company, and numerous mercantile firms and private individuals, a suitable house has been purchased, and works

commenced, which will result in the establishment of a hospital this summer, that will be perfect, if not unequalled, in all its arrangements.

His Royal Highness the Prince of Wales, and Her Majesty's Ambassador at St. Petersburg, have generously contributed towards the funds of the institution, and have been pleased to become its patrons.

St. Petersburg, 1867

SANDWICH ISLANDS.

HONOLULU.

Report by Mr Consul-General James H. Wodehouse on the Trade of Honolulu for the Year 1866.

Exports.—The value of these shows a small increase in the totals over the previous year. The domestic exports show an apparent decline, but there has been an increase in some of the leading products for the past eleven years, such as sugar, molasses, &c.

The two former articles have assumed the place of our leading staples, and will undoubtedly continue to increase. It is estimated that the crops now growing, and ready to grind during the present year, will exceed 20,000,000 lbs.

Imports.—There has been a small gain over the previous year.

Trade with the United States shows a steady increase. There has also been an increase during the past year in the trade with Vancouver Island, owing to the advantages it then possessed of being a free port.

The duties imposed at San Francisco on the main article of export from these Islands, viz., sugar, are excessive, amounting to between 50 and 100 per cent. on its value here. There has been a decline in the value of sugar at San Francisco: the price of raw No. 1 sugar rated there during the first five months of 1866, at $11\frac{1}{2}$ and 11 cents per lb., equal in English money to $5\frac{3}{4}d.$ and $5\frac{1}{2}d.$ During the three following months it was quoted at $10\frac{1}{2}$ and 10 cents (equal to $5\frac{1}{4}d.$ and $5d.$), and for the remainder of the year $9\frac{1}{2}$ and 10 cents (equal to $4\frac{3}{4}d.$ and $5d.$) The average decline on all grades is not far from 2 cents (equal to $1d.$) per lb., or over 30 per cent. on the net returns from sales made by agents.

Cost of producing Sugar.—The actual expense on an old plantation, free from incumbrance, probably does not exceed 3 cents (equal to $1\frac{3}{4}d.$) per lb. for all grades manufactured.

Number and extent of Sugar Plantations.—According to a table published in the "Commercial Advertiser," 33 plantations are in operation or getting ready, 30 of which report 10,266 acres planted with cane, and the monthly expenses 49,917 dollars, equalling in English money about 9,801*l.*

The capital invested, including two estates not reported in the above, is over 2,000,000 dollars, or in English money 400,000*l.*

Other Agricultural Products.—Rice has been extensively cultivated with good success. The entire crop for 1866 is estimated at 1,000,000 lbs. of cleaned rice, of which 438,367 lbs. were exported.

Wool.—There has been an increase in this article, though less has been exported during the past year, owing to want of opportunities for shipping it.

There are above 100,000 sheep in these islands.

Cotton.—The amount sent away in 1866 was double that of the previous year. Unfortunately a large portion of the crop, consisting of the choice Sea Island variety, was lost by worms and drought. Some small tracts of land on each of the islands are well adapted to the growth of this staple.

Coffee shows a decline in the crop. The blight which has attended the coffee tree for ten years still continues, nor can a remedy be found to arrest it.

Oranges.—The same trouble affects the orange crop, which thrives best in the same localities as the coffee.

There is a large area of land in the different islands of this group, awaiting the application of capital, skill, and labour, to develop its resources.

It is said that the French intend to establish a line of steamers between Panama, and China, and Japan. As this port is very little, if at all, out of the way for steamers running on this line they will in all probability call here for coaling purposes.

The Hawaiian Government having just constructed a most excellent wharf, would be able and willing to afford every facility in this matter to steam vessels touching at Honolulu; but the steamers ought not to draw over 18 or 19 feet of water, although there is a depth of 21 feet on the bar.

Excellent coal from Vancouver's Island can be laid down here at about 11 dollars, or 44s. per ton, Sydney coal at the same price, and best Welsh steam coal at about 14 dollars, or 56s. per ton.

Honolulu, March 9, 1867.

TURKEY.

SALONICA.

Report by Mr. Consul Wilkinson on the Trade of Salonica for the Year 1866.

SHIPPING AND NAVIGATION.

THE following Table furnishes an account of the number of ships, with their tonnage, that entered and left the port of Salonica in 1866, specifying the countries to which the vessels belonged :—

Countries.	Inwards.		Outwards.	
	Ships.	Tons.	Ships.	Tons.
British	22	5,807	22	5,807
„ Steamers	1	432	1	432
French	5	1,122	5	1,122
„ Steamers	110	59,600	110	59,600
Austrian	34	7,971	33	7,520
„ Steamers	27	13,892	27	13,892
Italian	36	7,871	38	8,100
„ Steamers	1	713	1	713
Hellenic	150	21,060	149	20,985
„ Steamers	26	7,800	26	7,800
Russian	5	1,281	4	952
Prussian	2	494	2	494
Ottoman	158	19,145	158	19,145
„ Steamers	84	34,600	84	34,600
Totals	661	181,788	660	181,162

A considerable number of small vessels, under the Ottoman and Hellenic flags, the former owned and navigated by Christian subjects of the Porte, are employed in the coasting trade, chiefly in carrying grain, charcoal, timber, firewood, and fruit; 3,954 of these vessels, under the Ottoman flag, of an aggregate burthen of 57,812 tons, and 121 vessels under the Hellenic flag, of an aggregate burthen of 3,637 tons, entered the port of Salonica in 1866.

Some of the Turkish steamers which figure in the foregoing Table were solely employed in carrying to, and in taking from, Salonica troops and military stores, having been chartered by the Government for that purpose. Owing to the appearance at some Turkish ports of cholera during the summer, and to the strictness of the quarantine regulations adopted by the Greek sanitary authorities, the steamers of the Hellenic Company discontinued their trips to this and other Turkish ports, intending to resume them on the disappearance of the malady; the insurrection, however, which subsequently broke out in Crete having given a different employment to some of the Company's boats, that intention was not carried out.

No new lighthouses have been erected in this Consular district during the year 1866, nor has any change been effected in the lights, or in the position of the old ones.

TRADE AND COMMERCE.

There has been a slight falling off during the year, as compared with 1865, in the quantities and value of British and foreign cotton manufactures imported into Salonica. The decrease is partly to be attributed to the large stocks on hand, which had been purchased at the high prices ruling during the American civil war, and which the holders were anxious to dispose of before supplying themselves with fresh ones, and partly owing to the numerous extraordinary taxes which had been imposed during the year, and to the uncertainty of others being imposed, which placed the agriculturists under the necessity of laying by their savings as provision for such contingencies, rather than investing them in the purchase of materials for clothing.

The quantity of British iron imported into Salonica likewise exhibits a decrease, whilst that of copper shows a considerable augmentation over the previous year.

The export trade in cereals was extremely active during the autumn months, and large shipments, chiefly for England, were made by the Imperial Ottoman Bank, and a few firms engaged in the grain trade. 42,000 bales of cotton, of very nearly 2 cwt. each, of both the old and new crops, were, up to the end of the year, exported to Marseilles and ports of Italy; the rest of the exports consisted of silk, silk pods, wool, tobacco, &c.

The following Table furnishes an account of the approximate value of the imports and exports by British and Foreign ships in 1866:—

				Imports.	Exports.
				£	£
British	..	..	..	34,000	48,814
French	..	..	..	330,000	920,000
Austrian	..	..	..	191,423	118,116
Italian	..	..	..	7,034	63,432
Hellenic	..	..	..	53,000	50,000
Russian	..	..	..	..	4,300
Prussian	..	..	..	4,157	4,420
Ottoman	..	..	..	17,000	35,000
Total	..	..	..	636,614	1,244,082

British goods, to an approximate value of 280,000*l.*, figure in the above Table amongst the imports under the French, Austrian, and Hellenic flags. These goods were conveyed to Constantinople in British bottoms, and were from thence forwarded to Salonica; they consisted chiefly of cotton and woollen manufactures, cotton twist, and copper. The goods imported direct from England in British sailing vessels consisted solely of iron and coals; 40,000 cwt. of the former and 1,862 tons of the latter were thus imported; grain being the return cargoes of those vessels.

The following is a statement of the average price (free on board) of grain and of some articles of raw produce, at the port of Salonica, during the year 1866:—

	s.	d.	
Wheat	35	0	per quarter.
Barley	17	0	"
Maize	20	0	"
Cotton	0	10½	per lb.
Wool	0	6¾	"
Silk	29	0	"

The rate of exchange on England for bills at three months' date has been as follows:—

In January ..	Piastres	109 $\frac{3}{4}$	per £ sterling.
„ February ..	„	109 $\frac{1}{4}$	„
„ March ..	„	110 $\frac{1}{8}$	„
„ April ..	„	111 $\frac{5}{8}$	„
„ May ..	„	111	„
„ June ..	„	111	„
„ July ..	„	110 $\frac{7}{8}$	„
„ September ..	„	110	„
„ October ..	„	109 $\frac{3}{4}$	„
„ November ..	„	109 $\frac{3}{4}$	„
„ December ..	„	109 $\frac{1}{2}$	„

With the exception of a branch of the Imperial Ottoman Bank, no other regular banking establishment exists in Macedonia. The want of an agricultural loan bank is, however, very much needed, as it would greatly contribute to develop the many natural resources of this fertile province, yet so long as foreign subjects are not allowed to hold real property in their own right, the establishment of such an institution would be a very unsafe undertaking.

AGRICULTURE.

Cereals.—The prospects of the grain crops in all the agricultural districts of Macedonia were, up to the beginning of June, very encouraging, and anticipations of an abundant harvest were generally and confidently entertained. These expectations were not, however, destined to be everywhere realised, for, towards the middle of that month, there appeared suddenly, in a large farm situated on the Isthmus of Cassandra, 30 miles south of Salonica, a multitude of rats, of a species unknown to the inhabitants. These vermin increased and multiplied with such extraordinary rapidity as to baffle all the efforts of the peasants to cause their destruction, or circumscribe their ravages. Within a month from the time of their first appearance, progressing in a northerly direction, they had already spread over the whole of the district of Calamaria, causing the total destruction of the crops, and converting the grain fields into vast burrows, about a foot deep, under the soil, wherein the ears of corn were subsequently found carefully deposited on a layer of straw and chaff. At about the same period several other districts of Macedonia suffered from a similar visitation, but to a much less degree than that of Calamaria, whilst the fertile province of Thessaly was completely devastated, and the crops were entirely destroyed.

The district of Serres, where cotton is chiefly grown, escaped the visitation; and both the grain and cotton crops yielded a considerable increase as compared with 1865.

Taken as a whole, however, the crop of cereals in Macedonia has been an average one, and though a great deal of grain was required for home consumption, owing to the total failure of the crops in Thessaly, still no less than 80,000 quarters of wheat and barley had already, up to the end of December, been exported to Europe, whilst, at that period, as large a quantity, purchased for exportation, was partly stored at this place and partly expected from the interior.

Cotton.—The weather throughout the summer had been favourable to the growth of the cotton plant, and a considerable increase in the yield of clean cotton, as compared with 1865, has been the result, namely, 160,000 cwt., as against 100,000 cwt. in 1865. The increase would have been more considerable, but for the ravages of the rats.

Tobacco.—Since the imposition of a heavy duty on tobacco sold for home use, the consumption of this weed has every year been gradually

but steadily, decreasing, and its cultivation has consequently been much restricted.

Wine.—The vintage of 1866 has been very abundant, and the price of good red table wine did not exceed 6*d.* per gallon, a price which scarcely leaves any profit to the grower, owing to the duty on wine, the tithe on grapes, and the tax on vineyards. It is approximately estimated that the vintage of 1866 yielded 2,000,000 gallons of wine.

Wool.—The amount of pure wool yielded by the clip of 1866 is estimated at about 62,500 cwt., of which 8,000 cwt. only were available for exportation, the remainder being used in the manufacture of a thick coarse cloth called “abbà,” and in that of carpets, socks, blankets, &c.

PUBLIC WORKS.

The works for the construction of the carriage-road intended to connect Salonica with the inland town and cotton district of Serres, still continue; but in spite of the ample pecuniary and other means at the command of the authorities intrusted with their management, very little progress has been accomplished during the year. The road is made by means of compulsory labour and a heavy tax imposed on the agricultural population. It is estimated that the money collected from this tax would alone have sufficed to complete more than double the work already accomplished.

The construction of another road, between Salonica and Monastir, has also been commenced, but the progress made during the year has been insignificant.

Salonica, April 27, 1867.

COMMERCIAL REPORTS

RECEIVED AT

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GREECE.

PATRAS.

Report by Mr. Consul H. S. Ongley on the Trade and Commerce of Patras for the Year 1866.

THE arrivals and departures of British vessels at the port of Patras during the last five years, and the value of their cargoes have been as follows:—

Years.	Vessels.	Tonnage.	Imports.	Exports.
1862	168	52,756	66,805	480,505
1863	162	50,090	52,075	567,570
1864	116	45,770	52,890	446,130
1865	124	45,900	54,950	533,330
1866	117	40,971	41,390	465,697

Showing a decrease of 5,000 tons.

This diminution in the tonnage is to be attributed partly to the fact that about 3,500 tons of currants remained over for shipment in 1867, and partly to the steamers having generally left with full cargoes, instead of taking only part of a cargo and then proceeding to other ports to fill up. Of these 117 vessels, 55 with cargoes worth 425,370*l.*, proceeded to Great Britain, and 10 loaded valonea at the out-ports.

The foreign shipping engaged in the direct and indirect trade of Patras amounted to 211 of the burthen of 19,316 tons, against 174 of the burthen of 17,527 tons in 1865.

The value of the exports from the Morea to foreign countries has been as follows:—

	£
From Patras	353,432
„ Pyrgos	43,078
„ Calamata	44,207
„ Nauplia	20,168
„ Vostizza, Trifillia, &c., about	160,000
	720,885

Currants are the principal article of export, and the shipments of them from the Morea during the last three years were as follows:—

	1864.	1865.	1866.
	Tons.	Tons.	Tons.
To United Kingdom	31,535	34,789	30,588
„ America	721	1,170	2,707
„ The Continent	4,185	4,825	7,708
For Orders	1,006	811	..
Total	37,447	41,595	41,003

The second article in importance that figures in the Custom-house returns is cotton. Of this the shipments were 1,733 cwts. value 11,425*l.*, against 4,749 cwts. value 25,240*l.* in 1865. The principal part was sent last year to England, but this year to Austria. It must be mentioned that these shipments are almost entirely the produce of Continental Greece and not of the Morea.

The third is figs from Calamata, of these 56,171 cwts. value 25,566*l*. were shipped, of which the greatest part was sent to Austria.

Cocoons, silk, hides and wine are the next important items; the two first were sent to France, the third to Austria, and of the last one-third was sent to England, and the rest to Turkey.

The imports during the year have amounted—

	£
At Patras	320,199
„ Pyrgos	4,022
„ Calamata	51,186
„ Nauplia	29,512
	403,919

Of this sum the undermentioned countries contributed in the following proportions :—

	£
Great Britain	148,740
Turkey and Roumania	78,064*
Austria	112,899
Italy	33,149†
France	24,505
Russia	6,896
Belgium	666‡
	404,919

In additions to these importations direct from foreign countries, and exportations to them, the Morea has received indirectly considerable supplies of foreign produce from Syra, the Piræus and the Ionian Islands, and has also sent produce to those places either for re-shipment or for local consumption.

The quantity sent in this way from Nauplia was valued at 94,136*l*. It is therefore very difficult to ascertain correctly what is the exact amount and value of the produce exported from the Morea.

The prices of the principal articles of import and export have been as follows :—

IMPORTS.

	£	s.	d.
Madapolans 40 yards per piece	1	3	0
Prints 28 yards	0	13	0
Cottons, water twist No. $\frac{1}{8}$ per 10 lb. bundle	0	17	0
Grey T-cloth 24 yards per piece 6 lbs.	0	11	0
Lead per cwt.	1	7	4
Sugar	2	7	8
Coffee	4	1	0
Pepper	2	4	8
Alum	0	11	10
Sulphur	0	8	2
Iron Bars	0	11	0
„ „ Swedish	0	18	0
„ „ Hoops	0	15	0
Tin Bars	6	16	0
„ Plates, I.C. per box	1	11	8
Dry Hides per cwt.	5	4	0
Codfish	1	8	4
Red Herrings barrel	1	6	0
Coal per ton	2	0	0

* Principally Grain.

† Principally Sulphur.

‡ Sugar and Glass.

EXPORTS.

					£	s.	d.
Tobacco	per cwt.	1	4	0			
Valonea grossa	per ton	12	0	0			
„ Camata	„	15	0	0			
„ Camatina	„	16	0	0			
Fustic	„	6	0	0			
Cotton	per lb.	0	0	10	at 13		
Currants, finest	per cwt.	1	3	0			
„ Second quality	„	0	15	0			
„ Damaged	„	0	11	0			
Figs	„	0	16	0			
Resin	„	0	6	0			

The average prices of grain have been as follows :—

					£	s.	d.
Wheat	per imperial quarter	3	13	2			
Barley	„	1	14	2			
Oats	„	1	11	3			
Maize	„	1	15	11			
Potatoes	„	0	10	5			

Rates of exchange on England for bills at three months date have been as follows :—

		Dr.	Lep.				Dr.	Lep.
January	28	37	July	28	23		28	23
February	28	80	August	27	69		27	69
March	28	80	September	27	69		27	69
April	28	65	October	27	69		27	69
May	28	51	November	28	37		28	37
June	28	80	December	28	37		28	37

Making an average exchange of 28·33, whilst the Government price for the sovereign is 28·12 drachmas.

The weights, measures and monies are :—

2,128 Venetian pounds	= 1 ton.
400 drams	= 1 oke.
1 oke	= 2½ lbs.
1 kilo	= 1 bushel.
3½ stremma	= 1 acre.
100 lepta	= 1 drachma.
28 drachmas 12 lepta	= 1l. sterling.

The Greek National Bank has given a dividend this year of 14 drachmas 29 lepta per cent., and its paper circulation on the 31st December, 1866 (old style) was 17,031,005 drachmas (605,654l. 10s. 4d.) against 7,118,600 drachmas (253,150l. 15s. 8d.) in 1859, whilst the specie in the bank amounted to 6,833,814 drachmas (243,023l. 5s. 2d.) The debt of the Government to the bank on the 31st December amounted to 8,022,314 drachmas 15 lepta (285,288l. 11s. 1d.), whilst its capital and reserve fund amounted to 20,995,429 drachmas 32 lepta (746,992l. 9s. 4d.)

Specie is very rare at Patras, and, except at the shipping season for currants, bears a premium which has not as yet exceeded two per cent.

The gold finds its way eastward where it is wanted to send to Turkey and the Black Sea to purchase produce.

Agriculture.—The currant crop was injured by rain.

The grain crops were very deficient, and it is calculated that about 300,000l. were sent from Greece to Turkey and the Black Sea to purchase wheat, barley and Indian corn.

Cotton.—Of this article but very little was grown in the Morea; the comparative low price in England and the unsatisfactory result of previous plantations, discouraged the farmers. The shipments from Patras were grown principally at Livadia in Continental Greece. The staple is very

short, but it is also materially injured by the use of a bad description of gin for cleaning it.

Silk.—The crop of cocoons was rather above an average one, and the producers got good prices for them; a good many were produced from Japanese seed, but these cocoons yield much less silk than those raised from native seed, and, therefore, this description is being now neglected.

Population and Industries.—Under this head, the only circumstance to be mentioned, is the establishment of a cotton spinning factory at Patras, under the management of a Greek, its owner. It was originally established with only 500 spindles, but has now been increased to 700, and produces daily 400 lbs. of twist of the numbers 4, 6, and 8 made from Greek cotton, the staple of which is too short to allow of its being spun into finer numbers. This is all consumed in the Morea, and I am assured, on good authority, that the manufacturer clears, net of all expenses, 6 drachmas per bundle of 10 lbs., or 240 drachmas per day, that is, about 8*l.* 11*s.* per day. The success of the enterprise may be attributed principally to its being worked wholly by natives, by which means the paying of high wages to foreign workmen has been avoided.

Public Works.—There is nothing new to say under this head.

Foreign journalists have attempted to prove that the trade of Greece has greatly increased of late years. The “*Invalide Russe*,” in an article on Greece, copied in the

Coming from or Bound to	ARRIVALS.										DEPARTURES.									
	1865.					1866.					1865.					1866.				
	Netherlands.		Foreign.		Total.	Netherlands.		Foreign.		Total.	Netherlands.									

It will be seen from the above statement that the steam traffic between Amsterdam and the various countries on the continent of Europe is, for the most part, conducted by Netherlands steamers, whereas between Amsterdam and Great Britain, it is carried on almost entirely by foreign (in this case British) steamers.

There was in general an increase in the arrivals from Java, Surinam, Curaçoa, Great Britain, British India, United States, Russia, Mecklenburg, Oldenburg, Greece, Turkey, Cuba, Peru, Chili, Brazil, and Japan; and a decline in those from Prussia, Hamburg, Bremen, Austria, Danubian Principalities, Sweden, Norway, Denmark, Greenland, Belgium, Spain, Portugal, Guinea Coast, and Rio de la Plata. In the departures there was an increase to Russia, Hanover, Mecklenburg, Oldenburg, Belgium, and Australia; and a decline to Java, Surinam, Curaçoa, Great Britain, British India, Prussia, Hamburg, Bremen, Lubeck, Sweden, Norway, Austria, Turkey, Italy, France, Spain, Portugal, Cuba, Rio de la Plata, Chili, Venezuela, Guinea Coast, and Japan. The Netherlands Trading Company chartered 151 vessels, with a tonnage of about 93,000 from Java to this country, of which 83, whose tonnage amounted to nearly 47,300, were bound to Amsterdam. The freight paid by the said company in 1866 was about 529,075*l.* sterling.

TRADE AND COMMERCE.

The following details relate to the imports, exports, and fluctuations of the most important articles of commerce during the year 1866.

Coffee.—The coffee market was anything but brisk, though prices fluctuated considerably. In the early part of the year private importations were quickly got rid of, but, under the influence of political events and the war in Germany, which happily was not of long duration, Java coffee fell 5 cents per half kilo.* Somewhat later the market got steady, though, at the close of the year, prices were lower than in January. The Netherlands Trading Company's sales went off, in most instances, under valuation, excepting some sorts of which but little was offered.

The quality of Java coffee might have been better, whilst, on the other hand, Padang was for the most part very good.

The Ceylon coffee that was brought to market fetched good prices, and superior Santos was readily disposed of, but inferior kinds were difficult to sell. The Rio crop was exceedingly heavy; that of Ceylon, the chief competitor of Java, was such as had never before been known.

STATEMENT of the Imports of Coffee during the year 1866 :—

		Bags.	Casks.
By the Netherlands Trading Company	.. .. .	846,821	..
By Private Merchants	{ East Indies ..	239,228	1,316
	{ West Indies ..	13,395	149
Total .. .. .	.. .. .	1,099,444	1,465

STATEMENT of the Stock on hand on the 31st December, 1866 :—

		Bags.	Casks.
By the Netherlands Trading Company	.. .. .	187,889	..
On Warrants .. .. .	.. .. .	114,360	..
By Private Merchants.. .. .	{ East Indies ..	22,200	300
	{ West Indies ..	12,300	..
Total .. .. .	.. .. .	336,749	300

* 60 cents are equivalent to 1*s.*, and 100 cents (a florin or guilder) to 1*s.* 8*d.* sterling. A kilo or Netherlands pound is equivalent to 2 lbs. 3 oz. avoirdupois.

Tea.—There was not much done in tea, and there was a continued fall, excepting during the early part of the year, when prices were pretty firm notwithstanding the difficulty of the times. Three cargoes of China tea arrived, and were put up for sale; of the first—a large one and of fine and superior quality—only 1,000 quarter-chests were withdrawn, the remainder being disposed of at good prices. What was withdrawn was sold later at a reduced figure. The two other cargoes, for the most part of an inferior sort, were nevertheless easily got rid of, as the demand was great.

The imports of Java tea were about 33,000 quarter-chests, being an increase of about 5,000 on those of the preceding year, and 6,000 on those of 1864.

For consumption there were purchased 16,000 quarter-chests, being 3,000 more than in 1865. This increase is to be attributed to the low prices of ordinary qualities compared with those of China tea. The exports comprised 14,000 quarter-chests, whereas, in 1865, they amounted to 16,000. In 1864 they were only 11,000 quarter-chests,

STATEMENT showing the Stock of Tea on hand on the 1st January, 1866, the Imports during 1866, the Quantities sold in 1866, and the Stock on hand on the 31st December, 1866.

	China. ¼-Chests.	Java. ¼-Chests.	Japan. ¼-Chests.
Stock on hand, January 1, 1866 ..	8,373	13,152	30
Imports during 1866	17,574	32,866	..
Total	25,947	46,018	30
Sold in 1866	18,321	29,907	14
Stock on hand December 31, 1866	7,626	16,111	16

Sugar.—With hardly an exception, the general tendency in sugar was inanimate for the first half of the year, and the demand for Russia, especially for refined sorts, produced but a temporary improvement. Several circumstances contributed to depreciate this article. The comparatively large imports from Havana and Brazil, the abundant beetroot crop in France, the high rate of discount, the panic in the money market in England, and the war in Germany, all combined, put a stop to speculation. In June, prices were at about their lowest, viz., 8 florins per 100 kilos under those of January. The suspension of hostilities and the preliminaries for peace gave the market a more cheerful aspect, and from the middle of July up to the end of September prices gradually rose from 6 to 6½ florins, so that brown and light brown sugars once more rose to about the highest prices quoted in January, and white even surpassed them. The ratification of peace, the low rate of discount, and the general improvement in the money market, as well as the doubt respecting the beetroot crop in France, through the incessant rain, thenceforth produced greater stability, and brought about a brisk trade, particularly in November, both in raw and refined. Floating cargoes of new Java sugar found purchasers at an advance of from 25 to 50 cents, and large quantities of German and country grown beetroot were bought for Amsterdam refiners during the last six months of the year.

COMPARATIVE Statement of the Imports of Raw, and the Exports of Raw and Refined Sugar in 1865 and 1866.

				1865.	1866.
				Neth. lbs.	Neth. lbs.
Imports, raw	..	..	..	115,300,000	116,300,000
Exports	..	..	..	27,580,000	15,170,000
„ refined	..	..	..	74,913,800	82,327,200

On looking over the statement of the exports it will be seen that those of refined sugars show a considerable increase. This increase was occasioned not only by the quantities sent to Russia, but also through there being less competition at Marseilles, where there were only two sugar refineries, producing daily about 250,000 kilos against four establishments producing 375,000 in 1865.

COMPARATIVE Statement of the Qualities and Quantities of Refined Sugar exported during the last five Years.

Qualities.	1862.	1863.	1864.	1865.	1866.
	Neth. lbs.	Neth. lbs.	Neth. lbs.	Neth. lbs.	Neth. lbs.
Melis and Lumps	63,243,400	63,405,900	69,805,000	72,986,000	81,123,500
Candy	1,109,500	1,005,200	864,000	1,038,800	726,000
Bastard	49,700	781,000	388,000	501,000	377,700
Treacle	123,000	29,000	70,000	388,000	100,000
Total ..	64,525,600	65,221,100	71,127,000	74,913,800	82,327,200

Tobacco.—With the exception of what was done in Java tobacco, there was not much animation in the market, transactions being confined to the wants of the day. Especially during the latter months of the year, there was a brisk business in Java tobacco; and the large sales which were held at that period produced a good result. However, the quality of the last harvest was not quite up to the mark, and the reason that the sales went off so well was that this sort of tobacco was much needed.

Maryland varied but little; good kinds went off rapidly, whilst ordinary and inferior ones fetched but low prices.

There was some demand for Kentucky, particularly the good sorts.

The small quantities of Virginia that were imported were of an indifferent quality.

The imports from Porto Rico were but 75 packages, and were purchased by tender; besides which, 1,804 packages, the residue from the November sale of 1865, were disposed of at a moderate figure.

The harvest of country-grown tobacco was an unfavourable one, and there was a lively demand for that which remained of previous years, consequently the stock is greatly diminished.

STATEMENT of the Stock of the different kinds of Tobacco in the beginning of 1866, of the Quantity imported during that Year, and of the remaining Stock on December 31, 1866.

	Hogsheads.			Packages.					
	Maryland.	Kentucky.	Virginian.	Java.	Brazilian.	Porto Rico.	Havana.	Seedleaf.	St. Domingo.
Stock on hand Jan 1, 1866 ..	589	36	..	3,504	1,428	1,854	..	45	..
Quantities imported in 1866 ..	8,217	297	106	53,862	..	75	109	71	45
Total ..	8,806	333	106	57,366	1,428	1,929	109	116	45
Quantities sold in 1866 ..	7,734	165	25	39,784	..	1,929	..	116	45
Stock on hand Dec. 31, 1866 ..	1,072	168	81	17,582	1,428	..	109	..	..

Rice.—The imports of rough rice were far more considerable than in 1865, and prices in general very satisfactory. Although this article has not quite recovered its former importance, yet a great improvement was visible. In the spring, prices were firm on account of the limited stock on hand, and the regular demand. In July there was a slight fall through a depression in the London market, but in August a favourable turn took place, and continued up to the end of the year. The prices of clean rice followed those of rough; and as the stock of clean was but small, and the demand for consumption continued, the few still existing rice-peeling mills were enabled to work with success.

The following is a comparative statement of the imports of rice during the last five years:—

	1862.	1863.	1864.	1865.	1866.
From Netherlands East Indies..	35,678	65,056	68,142	8,352	21,704
„ British „ ..	154,456	145,471	119,760	..	116,977
Total	190,134	210,527	187,902	8,352	138,681

Cotton.—This branch of business increases from year to year. Had the sales of the Netherlands Trading Company been held more frequently, inland consumers would have been better supplied, and some would not have continued to procure their stocks regularly from England, even when a profit could have been realised at this market. It is stated that several first-rate houses that had previously paid but little attention to this article did their best to enliven it, so that the trade with Germany, Switzerland, and Belgium became more important.

The following is a statement of the prices (per half kilo) obtained for the several kinds of cotton at the Company's sales:—

Dates of Sales.	United States. Good. Ord. to Strict. Middl.	Dholerah Barely Fair to Fair.	Sawg. Dharw. Middl. Fair to Fair.	Broach. Barely Fair to Fair.	Oomrawaltee. Barely Fair to Good Fair.	Tinnevelly. Fair to Good Fair.
1866.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.
April 5	...	83½	86½ to 89½	80½ to 82½	90 to 90½	81½ to 83
September 6 ...	68½ to 75	47½ to 50	53 5±	47 48	45½ 46	54½ 55
November 2.....	77 85½	54 62	...	57 58½	!...	63 63½

COMPARATIVE Statement of the Qualities and Quantities of Cotton
during the last three Years.

Qualities.	1864.	1865.	1866.
	Bales.	Bales.	Bales.
North America	585	106	3,155
Surinam and Nickerie ..	203	287	303
Suratte, Bengal, and Tinnevely	10,422	12,066	25,634
Netherlands East Indies ..	601	339	..
Japan	2,688	551	215
China	109	537	293
Levant	50	214	11
Brazil	..	..	267
Total	14,658	14,100	29,878

Wool.—The imports this year were of hardly any account. They were confined to those from England and other European ports. In the beginning of the year there was a brisk demand for middling sorts, which was only partially supplied in consequence of the small stock on hand. The Netherlands Trading Company's sale, which was held on the 10th of April, and which comprised 2,200 bales of Cape wool, went off exceedingly well; and greasy wool was disposed of at 25 cents above the prices obtained a few months before at Rotterdam. Since the above period the war in Germany had an influence on prices, and only low ones were got. The peace brought about some improvement, but not so much as was anticipated. The last sale in London passed off but middling. Towards the close of the year there was a more active demand for the better sorts, but, as there was no stock on hand, nothing was done.

The business in country wool was very insignificant in consequence of the difficulty of export through the cattle disease. Almost the whole of the last shearing remained unsold.

Indigo.—The indigo market was particularly lively during the latter end of the year. The spring sales of the Netherlands Trading Company passed off well, that is to say, good and superior qualities obtained the October prices of the preceding year, and some even 20 cents per half kilo above them. Ordinary qualities, however, which had been run up too high in October, fell from 20 to 40 cents. Although the war in Germany had a baneful influence on the London auctions, the Amsterdam market was well kept up, and a steady business ensued. The Company's autumn sales exceeded expectation, good and fine sorts fetching May prices, and in some instances 20 cents above them, whilst ordinary kinds were sold at 30 cents below them. Out of 284 cases put up to auction on private account, only 58 cases were withdrawn. After the sales the demand was kept up, and from 10 to 25 cents were given above October prices.

The Java harvest was estimated at 98,000 kilos (private culture, Government having renounced the cultivation), against 206,964 kilos in 1865. The Bengal harvest was considered to be greater than in the past year, and business in this article resembled that of Java indigo.

Of Kurpah, Madras, and Manilla indigo, but small quantities were imported indirectly.

What was brought from Caracas direct, was disposed of at the sales at firm prices; and in Guatemala indigo there was a brisk business.

Cochineal.—There was not much done in this article; only 21 cases were offered at the Company's sales, against 179 in 1865. West Indian, Teneriffe, and Honduras cochineal was hardly to be met with in the market.

Resin.—Resin was in constant demand. The market opened at $7\frac{1}{4}$ florins per 50 kilos. American resin fell to 4 florins, and again rose to $5\frac{1}{2}$ florins for ordinary brown, and from $6\frac{1}{2}$ to 7 florins for fine transparent brown.

Turpentine.—In the early part of the year prices were steady at 29 and 30 florins per 50 kilos, but in consequence of large importations, prices fell in October to 20 florins. Later, the demand increased, and from $23\frac{1}{2}$ to 24 florins were quoted.

Petroleum.—This article is daily increasing in importance. The imports were considerable, and exceeded those of previous years. They consisted of about 51,000 barrels, of which the greater part was sold floating; and prices varied according to quality, and the probability of fresh arrivals. The high rate of prices at the commencement of the year could not be maintained, as there was a great fall in Belgium, and constant arrivals. The year opened at from 50 to 54 florins per 100 kilos, and gradually fell to $26\frac{1}{2}$ in December. The actual stock on hand, at the end of the year, amounted to nearly 4,000 barrels.

Tin.—Pretty nigh during the entire year there was scarcely anything done in Banca tin, and there was an uninterrupted fall in prices, caused partly by political events, and the panic in the money market in England. During November and December the demand began to increase, and prices rose. At the sales in March, comprising 111,746 blocks, the average price was 49 florins 86 cents; at the autumn sales (109,359 blocks), 46 florins; and at the close of the year 50 florins 25 cents per 50 kilos was given. Billiton followed the course of Banca tin.

Copper.—Copper fell, and it was only towards December that an improvement was visible, and this was brought about by a rise in the London market. The year began with a quotation of 59 florins, and closed at 48 florins per 50 kilos for tough cake.

Lead.—This metal fluctuated but little. Good qualities—such, for instance, as Stolberg and Eschweiler—went off regularly at $11\frac{1}{2}$ florins per 50 kilos. Later in the year the market became feeble, and $11\frac{3}{8}$ and $11\frac{1}{4}$ florins were given.

Hides.—Nothing came from South America. The East Indian importations were less than in 1865, but went off well. Country hides fluctuated but little, notwithstanding the difficulty of export through the cattle disease, they were readily sold.

Horns.—The buffalo horns that were imported in the course of the year changed hands at a high figure, whilst ox horns found purchasers only at very low prices. Of the former 6,247, and of the latter 9,960 arrived.

Hemp.—Through several circumstances, and chiefly by the increased use of wire cordage, business in this article was slacker than in the past year. The imports comprised about 954,000 kilos, and the stock on hand, on the 1st of January, 1866, amounted to 493,000 kilos, of which 445,000 remained unsold at the close of the year.

In country-grown hemp a good deal was done in consequence of its low price, and a portion of the new crop was sold early. The lowest price quoted was $14\frac{3}{4}$ florins per 150 kilos, which afterwards rose to $17\frac{1}{2}$ florins.

Business in Manilla hemp was limited to immediate requirements. The imports were few, and the prices high.

Spirits.—The importations of arrack were about 1,000, and the sales 1,600 casks below those of the preceding year. Prices followed the usual course. From 126 to 140 florins were paid per 563 litres* for Sourabaya of good quality. The inferior kinds brought only 100 florins.

* $4\frac{1}{2}$ litres are equivalent to 1 gallon.

Batavia arrack fetched from 140 to 200, and even up to 227 florins.

About 400 casks of Jamaica rum arrived from London, Bremen, and other ports, and went off at from 15 to 18 florins per 39 litres, according to quality.

But 25 casks were brought from Havannah, and the quality being indifferent they were sold at $7\frac{1}{4}$ florins.

There came into the market, from Surinam and Niekerie, 228 casks, which were disposed of at from 12 to 14 florins.

Grain.—As the stock on hand was small, there was but little done in wheat, yet prices rose considerably on account of the deficient crop in Belgium, France, and England, so that in December they exceeded those in the early part of the year by 100 florins per 2,400 kilos. The bad weather in August and September brought about some briskness.

In rye, business was far more satisfactory; and though prices fluctuated but little, still they had a tendency to rise, and during the latter months of the year there was a good deal of activity.

What was done in barley was very insignificant; and, under the influence of the rise in England, the imports from abroad were less than in the preceding year.

The transactions in oats were limited to the requirements of the day.

The business in buckwheat was of little importance, and below expectation.

The harvest of red and white clover seed was very bad nearly all over the Continent, and there remained but little of former crops. The consequence was that the market was well-nigh stagnant.

The caraway seed from the province of North Holland was in great demand for export to Germany and England; whilst, on the other hand, there was not much done in that from Guelderland.

Canary seed was on the rise, and in coriander there was a brisk business.

The following is a comparative statement of the imports by sea, of wheat, rye, barley, and buckwheat, during the years 1863, 1864, 1865, and 1866:—

Countries.	Wheat.				Rye.				Barley.				Buckwheat.			
	1863.	1864.	1865.	1866.	1863.	1864.	1865.	1866.	1863.	1864.	1865.	1866.	1863.	1864.	1865.	1866.
North America	833	..	..	..	252	1,428	3,736	372	..	..	..	..	..	..	..	..
Russia	556	35	..	6	2,707	1,428	3,736	10,829	..	44	..	..	..	..	..	..
Prussia	7,731	4,626	7,516	5,657	7,472	8,178	1,799	795	..	796	240	1,071	..	..	87	..
Hamburg	386	214	295	652	68	28	..	125	..	568	437	173	367	338	120	375
Great Britain	30	136	14	..	101	18	..	..	..	..	..	..	..	68	..	..
Lubeck	122	47	..	..	..	..	..	..	..	..	..	..	21	..	..	..
Denmark	82	331	156	219	87	36	..	..	..	903	611	135	65	47	43	43
Hanover	21	18	65	83	..	..	..	..	..	..	..	..	29	..	..	179
Mecklenburg	..	130	..	..	..	..	73	..	..	56	..	..	..	..	..	..
Oldenburg	..	32	..	..	..	..	..	..	..	..	..	..	..	..	28	..
Turkey	..	..	..	..	4,358	5,659	10,399	831	..	..	15	..	..	..	..	..
Austria	..	..	..	..	607	..	295	..	..	..	..	..	..	..	..	..
France	..	..	..	..	359	..	464	63	..	..	..	..	545	93	44	762
Bremen	..	..	..	..	136	..	..	..	..	99	110	55	..	..	..	..
Sweden	..	..	48	..	..	..	50	..	..	211	493	..	..	..	..	..
Total ..	9,761	5,569	8,094	6,617	16,147	15,347	17,378	13,015	1,399	2,657	1,906	1,434	1,037	546	322	1,359

* A Last is equivalent to 80 bushels.

AGRICULTURE.

The harvest of 1866 proved pretty satisfactory. The wheat and rye crops were excellent in quality, and a good deal of the former was got in. Of barley but a moderate quantity was sown, which turned out well. Oats suffered considerably from the heavy and incessant rain during the time that they were harvested. Buckwheat was but middling, both as to quality and quantity. Peas may be said to have been a failure, but beans had better success. The quality of rape and canary seed could hardly have been better. Flax was indifferent through the wet weather. Large quantities of potatoes were cultivated; but unfortunately the potato disease again showed itself, so that but a small and indifferent crop was housed. Of chicory but little can be said. Pulse and fruit in general gave satisfaction.

Butter and Cheese.—Dairy produce was, notwithstanding the cattle plague which ravaged some provinces, especially those of South Holland and Utrecht, pretty fair. It may, however, be anticipated that, should the murrain continue, there will be a remarkable deficiency in the ensuing season. It is nevertheless fortunate, that when the disease manifests itself the infected animals cease giving milk, so that the quality is in no way affected.

PUBLIC WORKS.

The Amsterdam Canal works are now proceeding with great rapidity. They consist in the formation of a ship canal, 213 feet wide at the water line and 18 feet deep, to open a communication between Amsterdam and the North Sea, and avoid the circuitous and expensive route through the North Holland Canal, which has for many years formed the only approach to the city navigable by large vessels.

The canal runs through the shallow lakes called the Y and Wyker Meer, and cuts through the high and sandy neck of land, 6,000 metres* across, which now separates them from the North Sea, where a harbour will be formed by projecting piers built of concrete blocks, which will contain an area of over 200 acres.

To preserve the water in the canal at a fixed level beyond the influence of the tides, locks will be constructed at the North Sea entrance, and at the eastern end a dam across the Pampus, also furnished with locks, is now being made to cut off the *Zuider Zee*.

The lakes Y and Wyker Meer, with the exception of the channel to be dredged through them, will be reclaimed, and will furnish 12,000 acres of the richest alluvial land.

The whole undertaking is estimated to cost 28,000,000 florins, and the contract for the whole, which has been taken by an English firm, Messrs. Henry Lee and Son, is now being energetically pushed forward, the chief engineer being the well-known Mr. Hawkshaw.

The Pampus dam is about 1,300 metres long, and the circular cofferdam for the locks 160 metres in diameter, in itself a work of great engineering interest and novelty, is just completed.

The works of the main canal, which are progressing chiefly at its western portion, are advancing rapidly; and it is expected that a great part of the Lake Wyker Meer will be reclaimed by the end of the ensuing year.

The neck of land between the lake and the sea, through which one of the largest cuttings in the world, 5,000,000 cubic yards, is being made, is about half completed.

The piers of the harbour are to consist of concrete blocks, and large block-making works have been established at Velsen, which are turning

* A metre is equivalent to 39 inches.

out about 50 blocks a-day, averaging between three and four cubic yards each.

Of the northern pier a length of about 350 feet has already been constructed, and a wooden pier has likewise been run out some distance into the sea, and a staging erected at the end to enable the building of the pier to proceed from three independent points. The southern pier will be commenced in the summer.

GENERAL REMARKS.

Cholera.—Although cholera visited Groningen, Utrecht, Leyden, Rotterdam, and other places in the Netherlands, most severely, yet Amsterdam, comparatively speaking, suffered but little. This may be attributed to the advantage this city possesses over others of a plentiful of good pure water, conducted through pipes from the Duins (sand hills), a boon conferred some few years ago by the “Duin Water Maatschappij,” the works of which company are situated in the vicinity of Haarlem.

Improvements.—Both in and out of the city improvements are going on steadily. The corporation are gradually beginning to fill in the small canals, thereby not only greatly improving the town in a sanitary point of view, but changing its aspect, and rendering it more like other European cities.

Building, which, on account of the swampy nature of the soil requires piles to be driven to a certain depth in order to create a solid foundation, a very expensive process, is being carried on rather extensively, more particularly outside Amsterdam.

The Rate of Exchange on London during the course of the year 1866 has varied from 11 florins 65 cents to 11 florins 90 cents per 1*l.* sterling.

Amsterdam, May 31, 1867.

PORTUGAL.

MADEIRA.

Report by Mr. Acting Consul G. H. Hayward on the Trade, Navigation, &c., of the Island of Madeira, for the Year 1866.

SHIPPING AND NAVIGATION.

THE following Comparative Statement of arrivals and departures of vessels of all nations at Funchal, during each of the last five years, shows a considerable increase in the amount of tonnage in the year 1866, as compared with the previous year:—

BRITISH.

	Arrived.			Sailed.		
	Number of Vessels.	Tonnage.	Number of Crews.	Number of Vessels.	Tonnage.	Number of Crews.
1862 ..	116	40,907	2,865	115	40,422	2,987
1863 ..	139	40,837	3,164	128	38,973	2,865
1864 ..	217	68,512	4,472	217	67,201	4,643
1865 ..	174	69,835	4,164	182	72,337	4,374
1866 ..	147	72,357	4,118	147	72,557	4,124

FOREIGN.

1862 ..	115	33,071	1,912	116	33,316	1,912
1863 ..	116	32,476	2,049	119	32,805	1,075
1864 ..	121	29,864	1,724	120	29,790	1,716
1865 ..	84	18,398	1,010	84	18,022	1,000
1866 ..	111	24,137	1,604	108	23,795	1,530

The increase of tonnage, during 1866, applies to both British and foreign shipping, and is attributable more to casual circumstances than to any material increase of trade.

There have been no local changes at this place since last year, affecting British shipping.

TRADE.

The following is a Comparative Statement of the amount of the trade of Madeira during the last five years, according to Custom-house Returns :

			Estimated Value of Imports.		Estimated Value of Exports.	
			In British Vessels.	In Foreign Vessels.	In British Vessels.	In Foreign Vessels.
			£	£	£	£
1862 ..	..	..	98,250	69,818	44,193	36,310
1863 ..	..	..	104,450	76,375	44,110	35,893
1864 ..	..	..	105,000	106,085	45,050	40,263
1865 ..	..	..	118,450	116,251	46,185	41,900
1866 ..	..	..	103,730	139,426	41,770	41,629

This Table exhibits a decrease in the amount of imports in British vessels, and an increase of the amount of imports in foreign vessels, during the year 1866, as compared with those of the year 1865.

The only remarkable changes in the imports of 1866 are a great increase in the entries of cotton and woollen manufactures, and a considerable decrease in the entries of coal, sugar, and cereal produce.

The amount of exports, in both British and foreign ships, shows a decrease in the year 1866, as compared with the preceding year.

HARBOUR LIGHT.

Since the 1st December, 1866, a light has been exhibited from the fort on the Loo Rock in Funchal Bay. It is a fixed red light on an iron column, elevated 112 feet above the level of the sea. The illuminating apparatus is dioptric, or by lenses of the fifth order; and in clear weather the light should be seen from a distance of eight miles.

QUARANTINE.

The year 1866 closed with a considerable depression of the internal industry and trade of this place, from the absence of the many opulent English visitors who usually resort to Madeira in the autumn for the benefit of its fine climate during the winter. On the occurrence of cholera in Great Britain, those visitors were deterred from coming to this place on account of the partial and defective system of quarantine in force here, but especially from the absence of any lazaretto at Madeira for the accommodation of passengers arriving from ports which the Lisbon Board of Health considered to be infected or suspected. Until the cessation of cholera, passengers were compelled to come *via* Lisbon, and to perform quarantine at the lazaretto of that place.

AGRICULTURE.

The sugar-cane crop of the year 1866 was a very productive one, and is estimated to have yielded about 640 tons of sugar, 54,000 gallons molasses, and 21,000 gallons of spirit. The greater part of this produce has been consumed in the island.

The cereal crops are estimated to have yielded sufficient grain for about half of the island consumption for one year.

The vintage of 1866 is estimated to have produced about 3,000 pipes of wine, mostly of a satisfactory quality.

Madeira, May 20, 1867.

PRUSSIA.

KONIGSBERG.

Report by Mr. Consul W. J. Hertslet on the Trade of Königsberg during the Year 1866.

I.—SHIPPING AND NAVIGATION.

THE sea trade of this year has, in common with all other branches of commercial affairs, experienced violent convulsions from the extraordinary state of Germany ; but still the shipping trade, although below the year 1863, which may be considered as an average year, has shown an increase against 1865.

The trade by sea at Pillau has been as follows :

	Arrivals.			Departures.		
	Ships.	Lasts.	Tons.	Ships.	Lasts.	Tons.
1863 ..	1,799	108,148	162,222	1,822	110,177	165,265
1865 ..	1,278	88,794	132,794	1,289	879,34	131,951
1866 ..	1,399	102,691	154,036	1,386	103,940	155,910

The trade by sea at Pillau in 1866 has been as follows .

ARRIVALS.

				Ships.					Ships.
Prussian	..	..	..	417	Hamburgh	..	..	..	8
Norway	..	..	..	239	Oldenburg	..	..	..	7
England	..	..	..	214	Mecklenburg	..	..	..	2
Dane	..	..	..	132	Lubeck	..	..	..	6
Holland	..	..	..	119	Russian	..	..	..	7
Schleswig-Holstein..	..	..	..	110	France	..	..	..	3
Hanover	..	..	..	109	Belgium	..	..	..	1
Sweden	..	..	..	23	Bremen	..	..	..	2

Total, 1,399 ships, with 102,691 lasts, equal to 154,036 tons, of which one-third were British.

Departures.—1,386 ships, with 103,944 lasts, equal to 155,910 tons. But the trade with Great Britain represents nearly the half of the whole trade. The vessels from Norway, Holland, &c., being only small vessels : of the 102,691 lasts, or 154,096 tons of arrivals, 78,185 lasts, or 72,327 tons, were from Great Britain, and the proportion of trade by steam-vessels has been as follows :—

				ARRIVALS.			
				Ships.	Lasts.	Of which Steamships.	Lasts.
1865	..	..	..	1,278	88,794	191	31,753
1866	..	..	..	1,399	102,091	272	49,625
				DEPARTURES.			
1865	..	..	..	1,289	87,934	189	30,832
1866	..	..	..	1,386	103,940	270	47,975

Therefore nearly the half of the entire sea trade has been carried by the steam-vessels.

Arrivals.—17,500 lasts were in ballast more than in 1865.

Departures.—13,000 lasts were in ballast less than in 1865.

Freights did not vary much. They commenced with 2s. 9d. to 2s. 6d. to the east coast of England, with 3d. to 6d. less for coal harbours, per quarter of 500 lbs. of wheat, and rose about 9d. per quarter in June and July; and in October the quotations of freights were 4s. to London for sailing-vessels, and about 6d., and latterly 1s., more for steamers to London. The depth of water on the bar at Pillau has gradually decreased from its greatest depth in 1862 of 22 feet Rhenish to 19 feet 6 inches in 1866, or, at close of 1866, about 20 feet English measure. But measures are contemplated to improve the depth again, and will probably be carried out, as the importance of Pillau as the nearest available seaport for the Russian empire is daily becoming more clear. The commerce of East Prussia alone would, of course, not be of so great importance, but the merchants of St. Petersburg, Riga, and other Russian places, have already commenced to quote the prices of their export articles during the winter months, "free on board at Pillau," and the import of goods for Russia at Pillau is already very considerable.

II.—TRADE AND COMMERCE.

The unsettled state of political affairs makes it very difficult to make a Commercial Report for 1866 without mixing political observations in such a report. The commercial year 1866 commenced in a most gloomy manner, and the gradual approach of war with Austria, which threatened the very existence of Prussia, and, before it actually commenced, was most unpopular, and caused the greatest consternation and distress, not only in commercial, but in all classes. Count Bismarck and his policy were execrated, and the military system of Prussia, which tears away all—fathers, sons, brothers, husbands, often the sole support of those they leave behind—to make soldiers of them, without any mercy and without any means of living during their absence, or any provision for widows and children in case of mutilation or death, was put to a trial which any reverses would soon have made insupportable, but it pleased Providence to give success to the Prussian arms. Not only success on the fields of battle, which might have been looked for from the better armament of the Prussians, but also the success which was beyond all hope, and yet without which no victories could have helped Prussia. This success was the rapidity with which the drama was acted. The state of Prussia, even if victorious, if the war had been protracted for any length of time, must have been beyond description; as it was, the rapid intelligence of one victory after the other naturally called forth a spirit of exultation. Private misery was forgotten, and the very parties who had blamed Count Bismarck's policy the most, went over *en masse* to the exactly opposite opinion. The Prussian system of general and universal military liability may be an excellent one to repel foreign aggression, or for a short and victorious campaign, but for misfortunes or prolonged warfare, it is difficult to imagine any system which could so soon and so radically ruin a country. These remarks are, of course, from a purely commercial point of view.

The late war must naturally be followed by several alterations in the Prussian tariff of Customs duties, particularly where it is impossible to assimilate the Prussian system with that of the newly-acquired territories.

Salt.—The royal monopoly of this article will be abolished, and it will, for the future, be open to free importation against an import duty of 2 thalers, say 6s., per cwt.

The Bankruptcy Laws will undergo an alteration.

The System of Sworn Brokers will be altered.

The New System of regulating the sale and freight of corn and grain by weight, as specified in my last year's Report, is daily becoming more general, and will shortly supersede the old system of measure altogether. Of the 4,348,179 scheffels of various grain which were shipped in 1866, 4,176,300 scheffels were shipped by weight.

The Workmen at the Custom-house and in the flax and herring stores will likewise be gradually placed on a different, more equitable, footing.

The Iron Duties will again be lowered. At present the yearly consumption of iron is calculated in Britain at 154 lbs., in Belgium at 100 lbs., in the United States at 92 lbs., in France at 68 lbs., in Prussia at 58 lbs., per head of the inhabitants; while this province, with its 3,014,595 inhabitants, only consumes 30 lbs. per head on an average, and yet pay a yearly tribute of 600,000 thalers to the by far richer iron-producing provinces in the south of Prussia.

Practique at the Royal Custom-house.—Great and most necessary alterations must be introduced. The Commercial Corporations of Memel, Königsberg, Elbing, Danzig, Stolpe, Stettin, Swinemünde, Greifswald, Stralsund, Lubeck, and Emden, sent delegates, in December 1866, to Berlin. They were received favourably by the Minister. Their chief propositions were—

1. That the business of the Custom-house on shipping trade should be transacted as quickly as that by railways.

2. That the present tedious process of declarations, sealing, and plumbing be simplified as much as possible, and the fees modified.

3. In the import declarations, the numbers and marks of the good shall be sufficient without the specification of weights or measures.

4. In the declaration of ships' provisions those articles may be omitted whereon the duty is below 2 thalers per cwt.; and those ships which from the time of their arrival till the time of their departure are constantly under Custom-house supervision, shall be exempted from making any declaration of ships' provisions.

5. In the outports the shipmasters shall no longer be compelled to go to anchor, and come on shore and proceed to the Custom-house with their papers, but a Custom-house officer shall go on board and there expedite the papers. The Custom-house hours shall not be confined to the hours of daylight, and in spring and autumn, when the larger number of ships arrive, an increased number of officers shall be on duty.

6. Vessels with cargoes on which there are no duties shall not be placed under especial Custom-house control, and the duties shall be levied on the weight ascertained in the Custom house magazine, and not on the weight taken in.

All these and other fetters on commerce, which have so long hampered business in Prussia have become untenable since the annexation of the new provinces. The Minister received the delegates favourably, and it may be hoped that the propositions will be entertained, and that the Hanse Towns will likewise assimilate their proceedings to those of the other German towns.

Shipping Charges, Harbour Dues, &c.—The lowering of all charges on shipping, the total abolishment of the local dues and assimilation of harbour dues at Königsberg-Pillau to those of Hanover, &c., may shortly be expected.

All these desirable alterations are consequences of, or will be greatly accelerated by, the late war.

Corn and Grain.—The harvest of 1864 had been a very bad one, and the year 1865 was a miserable year for the grain trade. The first half-year continued to be the same, with the additional despondency

caused by the approaching war, the constant money crises of the last three years, the want of credit, general mistrust, aggravated by the epidemic, seemed to annihilate trade altogether, and business was stagnant, exportation but little thought of, and only speculation in rye for home consumption kept a little life in trade; but small as the stocks of grain were, the home consumption could not support prices, and trade languished. At length, in August, the grain trade took a favourable turn, when the fresh crop of rapeseed came to market. After two years and a-half of bad times better times commenced, and the latter half of the year presented an agreeable contrast to the first half, and the shipments reached and surpassed those of the best half year known at Königsberg, that of 1861. In the last half-year of 1861, 1,681,000 scheffels were shipped, and in the last half-year of 1866, 1,695,000 scheffels ($5\frac{1}{3}$ scheffels equal 1 quarter) were shipped, and would have been still more considerable but for the incomplete state of the Pillau Railway and Pillau Harbour.

The shipments of grain by sea during the last seven years have been—

	Scheffels.*
1860	5,344,800
1861	6,043,553
1862	4,683,436
1863	5,236,889
1864	4,633,848
1865	2,612,801
1866	4,348,179

* $5\frac{1}{3}$ scheffels = 1 quarter.

The shipments of the various descriptions of grain during the last two years were as follows:—

	1865.	1866.
	Scheffels.	Scheffels.
Wheat	1,027,781	1,075,412
Rye	668,713	1,379,220
Barley	162,494	381,446
Oats	36,678	510,100
Peas	150,340	166,101
Beans	27,914	34,384
Tares	94,421	109,990
Linseed	408,421	297,431
Rapeseed	36,439	394,545
	2,612,801	4,348,179

Or, in 1866, 1,735,378 scheffels more than in the preceding year.

The quantities of grain imported from Russia and Poland were, in 1865, 1,275,301 scheffels; in 1866, 918,872 scheffels. The quantities have been officially registered. The unregistered quantities would probably be a considerable addition—nearly a million of scheffels more, which have come by railway or private conveyance by land.

The state of Poland may be imagined from the fact that the importation from there has gradually receded from 1,923,462 scheffels in 1864, to 1,275,838 scheffels in 1865, and to 918,872 scheffels in 1866. The harvest of 1866 is, however, very well reported of, both in Prussia and Poland; and better trade may be looked for in 1867, particularly as the harvests in England, France, Holland, Belgium, and Switzerland, in 1866,

are not well spoken of; and the indifferent harvests in the United States will lessen the competition from thence.

The prices of the various descriptions of grain ruled as follows:—

Wheat.—At the commencement of the year the considerable quantity of 408,000 scheffels were in the granaries, but chiefly in firm hands; but the quality was generally not good, and the money crisis in England had effectually stopped speculation there. Prices in Germany were from 70 to 90 silbergroschen per scheffel of 85 lbs. weight for high mixed, say 37s. 8d. to 48s. 4d. per quarter; but could not be maintained, and fell in March and April to 58 and 80 silbergroschen (31s. to 43s.) per quarter, and in May to 60 and 82 silbergroschen; and during this time there was no business with foreign countries. In June, prices rose to 65 silbergroschen (34s. 11d.) to 90 silbergroschen (48s. 4d.), and remained pretty stationary till September, when a demand sprung up in France and Belgium, and afterwards in England; and as the fresh crops of good quality began to come to market, a brisk business, with rapidly rising prices, ensued, and reached 95 to 106 silbergroschen (51s. to 57s.) per quarter, and remained thereat till Christmas, when they receded very slightly.

Rye.—The stocks in hand were 649,800 scheffels, against 337,200 scheffels in 1864, but mostly of very indifferent quality. From want of other business, rye was kept up at speculative prices, such as 57 to 60 silbergroschen per scheffel for home consumption; but without exportation, prices of grain cannot be maintained, and they soon fell 15 silbergroschen per scheffel. At the end of June, the price for rye on the spot was 40 to 46 silbergroschen per scheffel of 80 lbs.; July, 43 silbergroschen; September and October, 45 to 48 silbergroschen; but at these prices a large business commenced with Norway, Sweden, and Stettin. Likewise large quantities went to Berlin by rail, and at the close of the year prices were at 56 to 57 silbergroschen per scheffel.

Barley.—The old barley was not of a shipable quality. Towards the end of the year a considerable business was done in fresh barley, at from 38 to 48 silbergroschen (20s. 6d. to 25s. 8d.) per quarter.

Oats.—With the exception of the first three months, oats were in lively demand all through the year. From April to June about 300,000 scheffels were shipped. Prices were at first 28 to 31 silbergroschen, receded to 24 and 28 silbergroschen in May, rose again in June and July to 25 and 31 silbergroschen, then fell to 20 and 25 silbergroschen, rose again in September, and closed at 26 to 30 silbergroschen per scheffel, or from 14s. to 16s. 2d. per quarter.

Peas.—The old stocks were only suitable for fodder, and the fresh crops were late in the year. Prices remained pretty stationary. For white, 50 to 64 silbergroschen (26s. 9d. to 34s. 4d.) per quarter; grey, 55 to 85 silbergroschen (29s. 6d. to 45s. 8d.) per quarter; blue, 55 to 64 silbergroschen (29s. 6d. to 34s. 4d.) per quarter.

Beans, 55 to 69 silbergroschen (29s. 6d. to 37s. 1d.) per quarter.

Tares, in spring, 40 to 69 silbergroschen (21s. 6d. to 37s. 1d.) per quarter; in autumn, 50 to 58 silbergroschen (26s. 9d. to 31s. 1d.) per quarter.

Rape-seed rose gradually from 75 to 85 silbergroschen, and finally to 97 silbergroschen per scheffel: from 40s. to 52s. per quarter. Greater expectations had been looked for in this article, but it has now to compete with petroleum.

Linseed.—Prices were from 40 to 80 silbergroschen per scheffel for ordinary and middle quality (21s. to 42s. per quarter), and from 80 to 100 silbergroschen (say 42s. to 58s.) per quarter for fine seed. In summer, prices were influenced by the money crisis, but recovered themselves in autumn.

Clover-seed.—Red seed was worth 13 to 20 thalers per centner; Swedish seed, 25 to 40 thalers; and white clover-seed, 18 to 26 thalers per centner. The harvest or crop was deficient.

Thimothy Grass-seed, from 9 to 13 thalers per centner.

Flax.—The crop of 1865, in this province as well as in Russia and Poland, was very bad, both in quality and quantity, and want of flax was expected, the more so as cotton was still suffering from the American war; but the money crisis, the aspect of political affairs in Germany, and the commencement of the war with Austria, all told heavily on this article. The flax exportation, direct from Königsberg to Great Britain, has for some years been reduced to a trifle. The Silesian, Austrian, and Bavarian spinners, as well as the French and Belgian, buy here; and, from some reason which it is difficult to comprehend with certainty, pay better prices than the British spinners, and do not insist on the Riga assortment, whilst British spinners insist on having Riga marks, so that the merchants here are getting independent of, and indifferent to, the British market. Whether the spinners on the Continent have machinery which enables them to spin different qualities in the same mill, or whether the British spinners are not disposed to give up a system of assortment to which they are accustomed, it is difficult to say; but it is a fact that the same flax which is despised in Great Britain, and pronounced nearly useless, is bought up every year by the Continental spinners to the last pound. But this year Silesia, Austria, Bohemia, and Bavaria were the seat of war; and the losses on flax during the year were heavy, and a turn for the better did not take place till October. Statistical information on this subject is very difficult to be had. The official registers throw flax, hemp, and codilla into one column. The quantity of those articles exported from Königsberg by railway, in 1866, was 135,000 centners (6,750 tons), and 33,860 centners (1,693 tons) were exported by sea. The quantities which passed through Königsberg without stopping cannot be ascertained. Prices have continued to be firm at the close of the year, as the vaunted crop of 1866 is not believed by the dealers to be so large as reported. The flax prices were high in spring, quite nominal in summer, and closed at 16 to 17½ thalers per centner for fine crown, 14½ to 16½ thalers per centner for Russian white flax, and 10 to 12½ thalers per centner for Slanitz flax.

Stocks, at the end of 1865, were 19,800 centners of flax, and 13,300 centners of tow and codilla; at the close of 1866, 19,700 centners of flax, and 7,300 centners of tow and codilla. The registered supplies are stated to be 120,040 centners, but the registered export 126,140 centners.

Hemp.—This article likewise goes from here to the Continent, and not to Great Britain. The two chief hemp merchants died of cholera, and the trade suffered generally similarly to the flax trade. Prices were, for Russian rein hemp, 12 to 13 thalers per centner; Polish ditto., 11½ to 11¾ thalers per centner; half-clean hemp, 8 to 9 thalers per centner; tow, 4 to 8 thalers per centner.

The supplies were about 44,560 centners of hemp and tow; the export about 42,820 centners. The stocks, at the end of 1866, were 21,100 centners of hemp, and 8,200 centners of tow.

Wood.—The wood trade suffered severely from the multiplied evils of the year, but the railway tariff has been lowered for wood articles, so that in future it will be practicable to send deals and sleepers to Berlin, &c., by rail, which will most probably greatly benefit this trade.

COLONIAL PRODUCE.

Tea.—The trade in tea is based on the supplying of the Russian empire with this article, and is of the greatest importance. The Königs-

berg Tea Association has a branch in London, and, during the summer months, ships tea to St. Petersburg in large quantities direct. The quantity imported into Königsberg, in 1866, was 83,895 centners, against 102,262 centners in 1865. The difference was chiefly occasioned by the exertions of getting tea into Russia, in 1865, before the new duty came into action, and partly because the high railway carriage from here to St. Petersburg causes the Königsberg tea merchants to forward tea thither by sea during the summer months. In the months of May and June they sent 10,000 centners from London to Russia by sea. Towards the end of June, the Russian railway lowered its freight tariff. The value of the tea imported to Königsberg, in 1866, is estimated at 6,000,000 thalers (900,000*l.*).

The Königsberg tea merchants exert themselves to maintain their position, but have to contend with the fluctuating value of Russian bank notes, and the means employed by the Russian merchants in opposition, who wish to import tea direct from China *via* Kyachta, and employ such means to injure the tea trade, *via* England and Königsberg, as to make necessary the diplomatic interference of the Prussian Government. The value of Russian paper money has varied 64 to 80 per cent. ; and, on considering the war times, money panic, high discount, and fall of prices in London, it is remarkable that the tea merchants have held out so well.

Coffee.—The alterations of the Dutch Government sales from half-yearly to monthly auctions called forth a responding alteration in this trade, and smaller quantities were imported more frequently. The total importation was 25,558 centners, against 30,289 centners in 1865. The price was about 9 silbergroschen (11*d.*) per lb.

Rice remained much the same as in 1865.

Spices.—The importation was 6,018 centners, against 6,951 centners in 1865.

Southern Fruits remained much the same. The greater part of the importations are *in transitu* for Russia. The competition from the Black Sea is making itself felt.

Cotton, Raw.—Large quantities were imported, but nearly all for Russia ; 60,000 centners were forwarded by rail thither.

Dye-wood Extract.—2,563 centners were imported, against 991 centners in 1865. Price about 4 silbergroschen per lb. ; chiefly for Russia.

Oils, Palm, &c..—About 4,000 centners were imported, of which about one-half was for home consumption, and one-half was sold to Russia. Price, 18 to 20 thalers per centner.

Wool underwent great fluctuations on account of the war. About 22,000 centners came to market, and was nearly all disposed of beforehand. The accounts of the enormous stocks of British and German cloths in America prognosticate a bad future for this article, and trade is impracticable at present.

Bristles, Horse-hair, and Feathers remained without any alteration worthy of notice, the same as in 1865.

Coals and Coke.—The importation was about 40,000 tons ; but the war interfered very much with this branch of trade, and about 15,000 tons were unsold at the close of the year.

Salt.—About 10,000 tons were imported by the Royal Magasin. The monopoly of this article will, it is believed, soon cease, and the trade given free, against a fixed duty of 2 thalers per last, say 3*s.*, per ton.

Glass, China Wares, &c..—A bad year, but nothing worthy of note or report.

Drugs, Chemicals.—A demand for America caused prices of some articles to go up 50 to 80 per cent., which, however, prevented the usual sale to Russia. The cholera caused a great demand for certain drugs, &c.

Guano.—The importation was 8,648 centners.

Oil-cakes.—The exportation was 97,000 centners, chiefly to Great Britain.

Petroleum.—Fourteen cargoes arrived, of which four were direct from Philadelphia. The trade has not as yet any settled method. The direct importations are preferred to indirect, on account of the pureness of the article; but the inconvenience of importing whole cargoes at one time, and the consequent uncertainty of the value, are against direct importation.

Iron, Raw, Cast, &c.—The war and money calamities pressed extremely hard on this branch of trade, which should be of such importance in encouraging industry and prosperity. The differential duties, which compel this province to take its supply from the southern German provinces, instead of allowing the purchases to be effected in the cheapest market, although lowered, still weigh with a dead weight on the trade. The importation fell from 312,639 centners in 1865, to 125,263 centners in 1866.

Iron wares have likewise great difficulties to contend with. The Russian-Polish trade is fettered by the uncertainty of the value of Russian money, and the delay on the frontiers at the Russian Custom-house, where three weeks are required to clear iron wares. The home consumption was trifling, the buyers or consumers being occupied as soldiers.

Flour.—The system of *octroi* in some of the towns, and class duty out of the towns, make this trade unintelligible for foreign countries. The system has, however, the unenviable distinction of causing a bad trade and the worst of bread, notwithstanding the natural production of the best of the raw materials.

Sugar.—The beetroot protected sugar has destroyed the once flourishing trade in Colonial raw sugar. Of the 82,914 centners of sugar exported to Russia, only 5,258 centners were of Prussian manufacture; the rest was transit sugar from France, Holland, and England. The total importation, in 1866, was 220,844 centners, against 147,528 centners in 1865. The exportation was 139,677 centners in 1866, against 62,051 centners in 1865; but the protective duties have forced the trade into foreign hands.

Spirits.—Potatoe brandy is made in large quantities, but not sufficient for the enormous consumption in the province. Importations were requisite.

Wine remained nearly unaltered, with the exception that more arrived by rail and less by sea than in the preceding year.

Herrings, Salt.—The importation was less than in 1865. In 1865, 114,750 barrels, against 105,235 in 1866. The importation consisted in—

	Barrels.
Norwegian Spring Herrings	76,036
“ Fat “	16,375
Scotch full Brand “	3,677
“ Matches “	858
“ other Brands “	4,167
Coast Herrings and a few other sorts	2,025

This trade is undergoing an alteration, from the railways competing with the old River Niemen carriage; and had to contend with the Russian currency question. Matches herrings fetched 15 to 20 thalers, full brand 13 to 14 thalers per barrel, duty paid.

Manufactured Goods, Cotton, Woollen, Silk, &c.—This trade is constantly retrograding, and the war occasioned a stagnation which has not been recovered, besides which the Russian currency, and difficulties at the Russian borders, are nearly insurmountable.

Linen.—This trade was prosperous, in some branches, from the war. Bleached linen, sackings, and drills, were in great demand for the army; and the home supply was not sufficient for the demand. Nearer details or statistic information on the subject are, however, wanting.

Rags, Paper.—This trade is increasing, in spite of many difficulties. The exportation was, in 1864, 65,464 centners, in 1865, 70,267 centners, and in 1866, 85,694 centners; of which 34,000 centners were exported to Great Britain, and 40,000 centners were *in transitu* from Russia.

Prices for inland rags fell, during the war, from 75 to 90 silbergroschen per 120 lbs., to 50 silbergroschen, and rose again to 70 and 85 silbergroschen after the war. The value of Russian transit rags receded from 117 to 120 silbergroschen per 120 lbs., to 104 silbergroschen, and rose again afterwards to 125 and 127 silbergroschen per 120 lbs. The great difference in the prices of inland and transit rags is caused by the export duty on inland rags.

Forwarding Trade.—This branch is on the increase, and the opening of the railway to the sea at Pillau has already indicated what the future will bring as soon as this railway, and the harbour and Custom-house conveniences, are completed. At present, all is in an embryo state, but great exertions are being made to forward the requisite improvements. Pillau will then compete with Hamburgh for the trade with Russia.

Banks.—The transactions at the Royal Branch Bank were 6,000,000 thalers less than in the preceding year. The sum total of the transactions were, in 1865, 134,086,800 thalers; in 1866, 128,354,800 thalers. The totals of the transactions of the Königsberg Private Bank were, in 1865, 27,043,980 thalers; in 1866, 24,883,310 thalers, and gave a dividend of $7\frac{7}{10}$ per cent.

The Money Market underwent the same convulsions that all the world experienced. The rate of discount at the Royal Bank in January was 7 per cent., and at 6 per cent. from the 22nd February till the 4th May, when it was again at 7 per cent., and on the 11th May at 9 per cent. Towards the end of May the breaking out of the war with Austria became obvious, and the money market became quite overclouded, and credit was quite suspended. The Royal Bank was not in a position to meet the demands made, and withdrew from its usual business, thereby causing a sort of stupor amongst the bankers, and the State came to the rescue from a general smash by the calling into existence an institution called "Darlehns Casse," or Pawning-Cash Bank; an institution which had proved itself efficacious in 1848. This institution made cash advances in State bonds on every species of merchandise, workmen's tools, musical instruments, furniture, or anything of any value whatever. It was, in fact, an institution of doubtful legality in a constitutional country; but it removed the nightmare of distrust, and reinstated a circulating medium, and relieved the country from the utter prostration into which an excessive panic had thrown it. After the victories of the Prussian armies, the Royal Bank recommenced its usual operations, and on the 13th July, the rate of discount was 8 per cent., on the 18th July at 7, on the 26th at 6, on the 3rd August at 5, on the 29th October at $4\frac{1}{2}$, and on the 13th December at 4 per cent., at which rate it remained till the end of the year. Königsberg bore this severe financial crisis better than might have been expected.

IMPORTATION.

The following Table shows the importation of Königsberg, in the year 1866, according to the Custom-house Register:—

		Quantities.	Value.	Quantities by Sea.	Value.
			Thalers.		Thalers.
Wheat, Corn, and Grain	sch.	3,391,547	6,854,500	6,418	17,900
Flax, Hemp, &c.	.. cntr.	164,600	2,102,200	..	..
Wood, Wooden goods	.. ..	..	614,300	..	71,300
Colonial produce	.. cntr.	265,917	9,515,200	202,674	8,202,800
Cattle and Horses, Swine	.. ..	20,698	2,536,300	..	110,400
Animal raw produce	.. cntr.	79,044			
Minerals, Drugs	.. ..	1,302,678	669,743	1,249,743	522,800
Oil, Oil-cake	.. ..	151,308	1,060,900	81,458	572,800
Metal, Machines	.. ..	228,396	977,400	143,531	484,400
Articles of consumption	.. ..	976,333	8,008,200	577,871	4,629,500
Manufactured goods	.. ..	143,083	3,381,700	15,487	806,000
Sundries	.. ..	118,331	890,900	24,836	105,200
Total Value	.. { thalers	..	36,611,000	..	15,522,800
	.. { £ stlg.*	..	5,491,650	..	2,328,420
Value of Imports in 1865	£	..	5,016,670	..	2,525,291

* 6 thalers 20 silbergroschen equal £1 sterling.

EXPORTATION.

The following Table shows the exportation of Königsberg, in the year 1866, according to the Custom-house Register :—

		Quantities.	Value.	Quantities by Sea.	Value.
			Thalers.		Thalers.
Wheat, Corn, and Grain	sch.	4,743,757	9,835,000	4,348,179	8,991,000
Flax, Hemp, &c.	.. cntr.	168,960	2,134,200	33,058	343,400
Wood, Wooden articles	.. ..	..	232,500	..	79,600
Colonial produce	.. cntr.	205,693	7,893,800	99	3,900
Cattle, Horses, Swine	.. ..	13,591	2,589,700	..	649,300
Animal, raw produce	.. cntr.	110,394			
Minerals, Drugs	.. ..	135,615	109,200	3,341	3,250
Oils, Oil-cake	.. ..	189,353	1,028,000	90,370	301,800
Articles of consumption	.. ..	441,739	4,161,500	14,803	205,300
Metals, Machines, &c.	.. ..	143,391	745,800	13,564	40,150
Manufactured goods	.. ..	127,670	2,544,600	82,105	527,500
Sundries	.. ..	96,088	660,100	6,700	183,500
Total Value	.. { thalers	..	31,934,400	..	11,328,700
	.. { £ stlg.*	..	4,790,160	..	1,699,305
Value of Exports in 1865	£	..	3,798,435	..	1,065,675

* 6 thalers 20 silbergroschen equal £1 sterling.

The total value of imports and exports have been—in 1863, 73,453,500 thalers; in 1864, 59,383,400 thalers; in 1865, 58,766,700 thalers; in 1866, 68,545,400 thalers.

III.—AGRICULTURE.

The harvest was far better than in 1865, but the year 1866 told heavily from the financial difficulties of the period, and the military system of Prussia would have been severely tried had the war lasted two or three months longer than was actually the case; otherwise nothing worthy of particular notice has been remarkable.

IV.—POPULATION AND INDUSTRIES.

Among the questions of the times the various old-fashioned institutions of workmen at the Custom-house, flax magasins, herring brack-

house, and others, are under discussion, and will probably undergo alterations. The cholera caused 1,564 deaths in Königsberg, or about $1\frac{1}{2}$ per cent. of the inhabitants. House-building was slack from the general calamities of the year.

V.—PUBLIC WORKS.

The chief object of attention under this head is the East Prussian Southern Railway, which, after immense difficulties, is now rapidly progressing. This line, which connects Königsberg with the sea and throws open the whole trade of Russia with the West of Europe during the entire winter, promises to be of the first importance. The line from Pillau to Königsberg has been open during this winter, but not in a proper state. It is likewise open to traffic as far as Bartenstein, and will be opened as far as Rasenburg this year, and to Lyck in 1868, and arrangements are being made to carry it on to a point on the Petersburg-Warsaw line, either at Grodno or Bialystock. The difficulties and adversities which this line has undergone since its commencement have been excessive, and nothing but its own intrinsic merits, which make themselves daily more and more apparent, could have supported such trials as it has undergone. With the exception of the small local Tilsit-Insterburg line (which never should have been undertaken by private individuals), the East Prussian Southern Railway, was the first railway which a British company attempted to build in this part of the world, and it was commenced in a mistaken view from the beginning. The Prussian laws are extremely simple as to railway building. In Prussia, as soon as a railway company has formed itself, the starting-place and terminus settled, the estimates and plans drawn up, subject to the approval of the Prussian Minister of Commerce, and the capital subscribed, partly in original shares and partly in original preference shares by respectable parties, and a small caution money deposited for their good faith, the Prussian Government not only grants the concession for the company to build the line, but also assists by a State subvention; and all this is practicable without any expense either for lawyers or for obtaining the concession; but the British company seems not to have realised the simplicity of the Prussian laws on the subject, and their operations frightened the Prussian public and made the shares difficult of sale. The money crisis and bad weather came in addition to this, besides a disinclination and long established sort of prejudice on the Berlin Exchange against any undertakings in the old Prussian provinces, so that the line had to be built against every imaginable disadvantage, and, but for the obvious fact of the enormous traffic waiting for the line, and only kept back by the incompleteness of the works and want of sufficient wagons to carry the goods, would probably have been a failure altogether. It is now again proceeding satisfactorily; and of the ultimate success of a railway which must have the carrying trade between the West of Europe on the one side, and Poland and the Russian empire with its 70,000,000 of inhabitants on the other, there can be no doubt.

The harbour works at Pillau are now in the hands of the Prussian Government, and not of the Königsberg corporation of merchants, and will be carried out in a manner suitable to the necessities of the railway traffic, and measures will be taken for the greater convenience and safety of vessels visiting the harbour. The works will, however, be of some magnitude, and some time will be required to complete them.

Since the Crimean war the Prussian Government is building strong forts to protect the entrance of the Pillau harbour; likewise at Memel the same.

Other railways in the interior of the province are in serious contem-

plation, but nothing certain settled about them up to the present. The railway bridge across the Poegal river is completed.

VI.—GENERAL REMARKS.

The year 1866 was so much occupied by political and military events that commercial ones kept more out of sight, and the excitement of the times made people less anxious about their personal affairs than would otherwise have been the case, and the ravages of the cholera morbus likewise kept people's minds engaged. From extreme radicalism before the war, Königsberg went over to ultra-Royalism, and, with universal suffrage, the Commander-in-Chief of the First Armée Corps and the Royal Landrath, or Prefect, were elected to represent Königsberg at the North German Parliament. The victories of the Prussian army and the enormous quantity of prisoners of war which arrived at Königsberg and vicinity may account a good deal for this from a military point of view, I am not able to offer any remark as to the Prussian military system, but in a commercial sense, from what I have seen, I cannot imagine anything which must so completely eat up and destroy a country in case of any protracted hostilities. Merchants, farmers, artificers, workmen, clerks, all, all were in the army, and the effects which must have ensued in case of reverses would be a picture which man cannot draw. Those that remained behind must indeed thank Providence that their relatives were mostly so speedily restored to them.

Königsberg, April 1866.

MEMEL.

Report by Mr. Vice-Consul Ward on the Trade and Commerce of Memel during the Year 1866.

THE two great events of the year 1866, viz., the war between Prussia and Austria and the monetary crisis which affected the commerce of all Europe, could not fail to exercise a prejudicial influence upon the trade of Memel during the past year. It was not, however, by the war in Germany, which was carried on at a great distance from Memel, and which was restricted to operations on land in this part of Europe, but by the commercial crisis which broke out in England in the beginning of the year and spread rapidly to other countries, that the commercial interests chiefly suffered. Under these circumstances, it is at least satisfactory to be able to state that only two or three houses of inferior standing at Memel were obliged to stop their payments in consequence of the general want of credit.

An improvement in trade took place in the autumn, when the political and commercial state of affairs assumed a more settled aspect.

I. SHIPPING AND NAVIGATION.

The number of ships which arrived at the port of Memel in the year 1866 was 929, and their burden 114,358 lasts; the number of ships which sailed was 926, and their burden 112,495 lasts. On the 1st January, 1866, there were 55 ships in port, and on the 31st December, 58 ships.

The number of arrivals and departures, compared with the four previous years, were as follows, viz. :—

ARRIVALS.

					Number of Ships.	Burthen in Lasts.*
1862	..	..	..	..	876	107,849
1863	..	..	..	..	904	101,802
1864	..	..	..	..	1,023	105,090
1865	..	..	..	..	929	115,210
1866	..	..	..	..	929	114,358
Average of the five years ..					932	107,462

DEPARTURES.

1862	..	..	..	..	886	110,722
1863	..	..	..	..	930	106,539
1864	..	..	..	..	1,023	105,078
1865	..	..	..	..	926	114,412
1866	..	..	..	..	926	113,163
Average of the five years ..					938	109,984

* 1 Ship-last = 2 tons English.

The number of ships which arrived and departed in 1866 was, therefore, exactly the same as in 1865, but rather below the average; their burden, however, was greater than the average burden of the five years.

The nationality of the ships which arrived in 1865 and 1866 was as follows :—

	Number of Ships.	
	1865.	1866.
British.. .. .	109	95
Prussian	440	435
Swedish and Norwegian	118	96
Schleswig and Holstein	40	82
Hanoverian	63	61
Danish.. .. .	16	55
Dutch	77	54
Mecklenburg	37	28
Hamburgh	6	9
Russian	11	6
Lübeck	9	3
Oldenburgh	1	3
Belgian	1	1
French.. .. .	1	1
Total	929	929

Of the 95 British ships which arrived during the year, 6 were steamers and 89 were sailing-vessels. The nationality of the ships which departed from Memel in the year 1866 was exactly the same as of those which arrived; a detailed statement of the former, therefore, appears unnecessary.

The following Table shows the destinations of the ships which cleared outwards in the year 1866 :—

	Number of Ships.	Burthen in Lasts.
Great Britain	512	85,722
Belgium	59	8,671
Holland	55	4,232
Prussia.. .. .	61	2,768
Denmark	42	1,854
Bremen	58	1,646
Schleswig and Holstein	35	1,360
Hanover	30	1,168
France.. .. .	8	1,167
Norway	24	943
Italy	3	814
America	4	656
Spain	3	526
Africa	2	452
Sweden.. .. .	4	248
Hamburgh	7	211
Oldenburg	1	35
Russia	2	22
Sailed to the interior, viz., the Curish Haff, &c.	16	673
Total.. .. .	926	113,168

The shipping belonging to the port of Memel consisted, at the end of the year 1865, in 95 ships of 22,243 lasts burthen; during the year 1866

there were added 8 ships, 4 of which were built at Memel, and the rest in other countries; 7 Memel ships were lost during the same period, so that, at the end of the year 1866, the total number was 96. Besides these, there are 7 small steamers belonging to Memel, which are employed as tugs, and for carrying on the communication between this port and Königsberg and Tilsit. Only one of the steamers is really efficient as a tug-boat (the others have only 30 to 40 horse-power each), and it therefore happened last autumn that when this one steamer was undergoing repairs, ten ships which had arrived in the roads had to wait four weeks before the tug-boat was so far repaired as to be able to tow them into the harbour.

The navigation of the Curish Haff and of the rivers of the province of Prussia was opened on the 9th April; from that date to the close of navigation in November, 4,442 barges, boats, &c., arrived at Memel from the interior, laden with corn, wood, and other articles. The "King William's" Canal, referred to at length in my Report for 1865, is only half finished at present, but its completion is looked forward to to take place in about two years; it was frequented during the year 1866 by 478 boats of all kinds, and by 71 timber-rafts. The greater part of the rafts continue to prefer the old way across the Curish Haff, which is cheaper, and generally takes less time; but the passage is attended with some risk.

The depth of water in the port during the year varied between 17 and 19 feet; the average depth of water at the bar was 16 feet.

Besides six vessels belonging to other countries, three British ships were wrecked during the year within this district. The Curish Nehrung (the dangerous sandbank extending from Memel southward about 60 English miles, on which a great number of vessels are lost every year) is at present without any means for assisting vessels in distress; it is, therefore, satisfactory, to be able to state that a society was formed during the past year at Memel, in connection with the "German Society for Saving Shipwrecked Persons" at Bremen; the Memel society intends to establish life-boat stations, and adopt other measures for assisting ships in distress on this part of the Prussian coasts.

The Marine Mutual Insurance Society, founded at Memel in 1865, includes the greater part of the Memel shipowners as members; although it sustained considerable losses through the disastrous gales of last year, it may be said to work satisfactorily; at present there are 65 ships insured in it for the sum of 1,012,268 Prussian dollars.

The low rates of freight and the high rates of seamen's wages, caused by a larger number of men being called upon to serve in the Prussian navy, had a depressing influence upon shipping; the rates of freight during the year were as follows, viz.:—

(a) *Rates of Freight Outwards.*

For Wood (viz., Timber, Deals, Sleepers, &c.)—

	s.	d.	s.	d.
To London	16	0	to 18	0
„ Hull	14	6	18	0
„ Coal Ports of the East Coast	11	6	13	8
„ Belfast	17	6	18	0
„ Dublin	18	0	20	9

For Corn—

To London	3	0	3	9
„ Hull	2	6	3	10½

For Rags—

To Firth of Forth	23	0	28	0
„ London	23	6	35	0
„ Channel Ports	37	6	..	..

For Flax—

To East Coast of Scotland	23	0	33	0
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(b) Rates of Freight Inwards.

For Coals—			£	s.	d.	£	s.	d.	
From English Coal Ports ..	..	..	5	15	0	to	7	0	0 per keel
„ Firth of Forth ..	..	..	3	10	0		5	12	6 „
For Salt—									
From Liverpool ..	..	..	0	7	0				per ton English.

II. TRADE AND COMMERCE.

As already mentioned above, the monetary crisis which broke out in England, and which spread over nearly the whole of the Continent, as well as the German war, had a very depressing effect upon the trade of Memel during the first six months of the past year. A general stagnation in all branches of trade made its appearance in the month of May, and business consisted merely in carrying out the contracts which had been previously made; but nobody ventured to enter into any fresh commercial operations. This state of things lasted till the middle of July, when confidence began gradually to return. During the autumn the export trade was carried on with such animation that the returns of the exports in 1866 show a very slight decrease compared with those of the year 1865. The value of the imports, however, during the same period, shows a marked decrease compared with the previous year.

The value of the imports and exports during the two years 1865 and 1866 was as follows:—

	Imports.	Exports.
	Prussian Dollars.	Prussian Dollars.
1865	2,775,340	6,809,670
1866	1,966,780	6,659,450

The quantities and value of the different articles imported and exported during the past year are given in the two following Tables:—

I. IMPORTS (by Sea) in 1866.

	Quantities.	Value in Prussian Dollars.
Salt, Torreveja centners	433,004	159,000
„ St. Ubes „	7,485	2,400
„ English „	345,713	109,000
Herrings, Norwegian barrels	20,564	144,000
„ Scotch „	309	4,300
Coals and Coke centners	709,111	200,240
Sugar „	11,737	176,060
Other Colonial produce „	11,341	175,030
Linen and other textile manufactures „	5,521	552,130
Iron and Iron manufactures „	9,445	79,570
Wood wares „	297	5,960
Spirits and Wine „	21,827	205,010
Porcelain and Earthenware „	2,423	39,350
Bricks, Tiles, &c. „	..	29,560
Tar and Pitch barrels	568	3,840
Agricultural produce „	..	36,710
Chemicals centners	7,612	19,250
Stones and Cement „	..	5,880
Miscellaneous centners	1,933	19,490
Total	..	1,966,780

II. EXPORTS (by Sea) in 1866.

					Quantities.	Value in Prussian Dollars.
Wood : (1) Fir and Whitewood—						
Timber				pieces	161,398	1,533,280
Laths				"	7,738	46,430
Timber-ends				"	2,267	9,070
Sleepers				"	177,331	118,220
Half Sleepers				"	25,396	8,460
Planks				"	399,220	365,950
Battens				"	519	260
Plank-ends				"	16,780	5,590
Boards				"	1,500,478	500,160
Board-ends				"	18,558	3,090
Lathwood				fathoms	1,066	24,520
Staves				schocks*	622	18,680
Firewood				fathoms	10	100
Fir Staves				blocks	123,308	24,660
Spars				pieces	35	1,050
Masts				"	7	700
Scantling				"	32,871	21,910
(2) Oak—						
Timber				"	2,450	36,750
Thickstuff				"	293	3,520
Wainscottings				"	2,571	51,420
Clap-boards				schocks	800	50,430
Planks				pieces	23	40
Staves of all kinds				schocks	37,216	1,158,100
Sleepers				pieces	11,590	11,590
Scantling				"	287	290
(3) Birch—						
Stave-wood				"	12,458	750
Corn and Grain .. .. .				.. ..	..	1,151,850
Mats				pieces	28,259	4,710
Oilcakes				centners	7,266	16,000
Bones				"	11,429	15,240
Flax				"	45,044	522,000
Hemp				"	2,421	19,370
Rags				"	167,361	680,000
Calf Skins				"	3,531	176,560
Paper				"	1,080	16,200
Other articles .. .. .				.. ..	..	62,500
Total					..	6,659,450

* 1 schock = 60 pieces.

By far the greater part of the above exports were destined for Great Britain; for out of the 926 ships which left Memel during the year 1866 512 ships cleared for British ports.

A more detailed account of the transactions in the leading articles of trade during the year at Memel is subjoined.

Wood.—The future prospects of the wood trade, upon which the commercial prosperity of Memel chiefly depends, cannot be said to be encouraging. The Russian provinces which supply Memel with timber are Volhynia, Wilna, Kowno, Vitepsk, and Minsk; and the area of the forests covers about 25,000 English square miles. As more and more timber is cut down in these forests every year, the distance from the rivers, which are the channels for bringing it to Memel, and, with the distance, the expense of hauling the timber across country gradually increases. The emancipation of the serfs throughout the Russian empire has made the want of sufficient workmen, for cutting and bringing the

timber down the rivers, much felt, and has raised the price of labour considerably. These two circumstances combined render it every year more difficult to the Memel exporter to compete with other countries, where greater facilities, and consequently less expense, exist for bringing the wood to a port of shipment. The timber which is hewn in the spring, and floated down the river Niemen, seldom reaches the Curish Haff before the autumn. It is then put up for sale at Russ, a village at the mouth of the Niemen, where the rafts are rebound and put together for their passage to Memel, a distance of some 30 miles. From Russ to Memel the rafts are either floated across the Curish Haff or through the King William's Canal, the first part of which was opened two years ago.

In the beginning of the year 1866 there was a fair demand for the different kinds of wood, especially for fir timber. The sales made during that time may be considered to have been satisfactory for the Memel exporter. In April, however, the chances for clearing off the remainder of the old stock were considerably impaired, as the disastrous commercial crisis in England, and abnormal state of the money market, put a stop to demands from foreign countries. The new stock of wood arrived in the end of August, and business at that time assumed a rather better aspect; but owing to the large quantities still on hand, the prices fell considerably, and the old stock had to be cleared off with much loss. The article which suffered most was oak staves, which were sold 7 to 10 Prussian dollars per schock cheaper than in 1865. At the end of the year the price for 1,200 crown pipe-staves had fallen from 180*l.* to 140*l.* As above stated, business in fir timber was lively in the first months of the year; but towards autumn prices fell to 50*s.* and 46*s.* per load of 50 feet. Large quantities of this latter article were exported to England during the year, a great portion of which, it is stated, was for account of the British Government. White-wood timber was in small demand, and was sold at the low rate of 23*s.* per load. Oak timber was shipped in small quantities; but oak wainscottings fetched fair prices, and were sold in large quantities, the old stock being entirely cleared off. Fir and white-wood sleepers fetched 50 per cent. lower prices than in the year 1865. The average price was 85 Prussian dollars per schock of 360 fathoms. The very low prices of sleepers in the Russian Baltic ports, where large quantities are now cut, caused the great fall of the prices for this article at Memel.

Corn and Grain.—It is the corn trade which suffers more than any other branch of business at Memel, from the want of railway communication with the adjacent parts of Prussia and Russia. The chief inland corn markets, from which Memel has to supply itself during the months when navigation is closed, send nearly all of their produce to such parts as can be reached by railway; and the corn trade at Memel during the winter season is almost null.

The harvest of the year 1866, in this district, was good; and most of the corn exported was the produce of that year. Of wheat, only 98 lasts were exported; and of rye—

			Lasts.	Value in Prussian Dollars.
In 1866	..	..	2,246	225,000
„ 1865	..	..	2,116	212,000
„ 1864	..	..	12,064	960,000

This article is sent chiefly to Norway, and to the interior of Germany. The prices, which fluctuated during the year, rose after the close of navi-

gation, and remained at about 56 silbergroschen per 80 lbs. till the end of December.

Barley was shipped chiefly to Holland. The exports amounted to—

	Lasts.	Value in Prussian Dollars.
In 1866	1,320	120,000
„ 1865	605	48,000
„ 1864	3,872	263,000

The quantity of oats exported amounted to—

	Lasts.	Value in Prussian Dollars.
In 1866	2,716	160,000
„ 1865	258	15,000
„ 1864	728	30,000

The greater part of the above exportations was destined for England; the rest for France and Belgium.

The harvest of linseed, in 1866, was unusually plentiful, and the quality of the seed excellent. Sowing linseed was exported in small quantities to Belgium. The shipments of crushing linseed during the last three years were as follows:—

	Lasts.	Value in Prussian Dollars.
In 1866	3,990	613,000
„ 1865	2,630	360,000
„ 1864	4,100	574,000

Most of this article went to England; the rest to Belgium, Holland, and France.

Flax.—The flax harvest in these parts, in the year 1865, having been very unsatisfactory, both as regarded quality and quantity, the demand for the produce of that year was but small. The harvest of 1866 turned out much better, and large quantities of flax arrived from the neighbouring Russian provinces during the winter. The shipments during the last three years were as follows:—

	Centners.	Value in Prussian Dollars.
In 1866	44,508	529,000
„ 1865	75,110	950,000
„ 1864	80,645	968,000

Flax is exported from Memel chiefly to Scotland.

Hides and Skins.—Business in Russian calf-skins was very unsatisfactory, in consequence of the disturbed state of the money market, and the low rate of exchange in Russia. About 200,000 skins were sent to

the interior of Germany. The shipments to England were trifling, and attended with serious losses.

Rags.—An increase took place in the exportation of rags, compared with the two years 1865 and 1864, viz. —

	Centners:	Value in Prussian Dollars.
In 1866	167,361	680,000
„ 1865	137,406	570,000
„ 1864	148,255	691,000

The greater part of the above was exported to England. The political and mercantile difficulties did not affect this branch of trade. The demands from foreign countries were very fair, and the exporters did a good business throughout the year, clearing off nearly the whole of their stock of rags.

Salt.—The amount of salt imported during the last three years was as follows :—

	Centners.	Value in Prussian Dollars.
In 1866	786,203	270,400
„ 1865	1,372,448	449,800
„ 1864	852,647	317,000

Large quantities of salt remained on hand at the end of the year; and a considerable falling off in the imports during the present year, both from England and Spain, is to be expected. The commercial crisis reduced the transactions during the summer to a minimum, as no direct orders arrived from the interior. The only business done consisted in consignments of small quantities to Russian dealers. The consequence was that prices fell considerably, and remained, till the end of December, at the low rate of 60 silbergroschen for Spanish salt, and 55 silbergroschen for Liverpool salt, per 2½ sacks. As mentioned in my Report of last year, the Government monopoly on salt is to cease in the course of the present year (probably on the 1st of July), and the salt trade is to be opened to the public, a consumption duty of two dollars per centner being levied on all salt imported into the states of the German Customs Union.

Coals and Coke.—Although the importations of coal were but inconsiderable, the sale even of these small quantities was effected with difficulty, and attended with small profit. The amount imported in 1866 was 708,256 centners, value 200,000 Prussian dollars; in 1865, 1,027,393 centners, value 316,000 Prussian dollars. There was a great want of demand from the interior, and also at Memel, where the low prices of firewood induced several of the larger industrial establishments to use wood instead of coal as fuel. About 120,000 centners of coals were furnished to the St. Petersburg-Kowno Railway Company. Shipments to Königsberg were trifling, as the rates of freight from England to that port were about as low as to Memel. The Memel Gas-works are supplied with English coal, and in the course of last year consumed about 12,000 tons.

Herrings.—The importations of herrings, in 1866, amounted to 20,570 barrels of Norwegian, and 300 barrels of Scotch herrings; together, 20,870 barrels. In the previous year (1865) the amount was

30,700 barrels of Norwegian, and 9,800 barrels of Scotch herrings; together, 40,500 barrels. A great decrease has therefore taken place during the past year, which was owing to the unsettled state of trade in general, and the low rate of exchange for Russian money; for it is especially the neighbouring Russian provinces which supply themselves with herrings at Memel.

Amber.—As the business in this article at Memel is becoming more and more extensive every year, a short account of the amber trade and collection in this district may, perhaps, be considered not out of place.

The right to collect amber on the Prussian coast, from Putzig (near Dantzic) to Nimmersatt, on the Russian frontier, was, from the year 1811 down to 1837, conceded by the Government to a single trading company. But by a royal decree issued in the last-mentioned year, all proprietors of land bordering on the sea are allowed the privilege of collecting amber on payment of certain rents, and for certain periods of time. It was further ordered that no persons should frequent the sea-coasts during the autumn and winter months without sufficient cause, or without written permissions of residence from the authorities.

Amber is found on the sea-coast of Eastern Prussia, and on the shores and at the bottom of the Fresh and Curish Haffs. It is obtained either by fishing for it in the surf with nets, or by digging for it in the sands, or by dredging for it at the bottom of the water, which last method has of late years been adopted with the most success. In olden times, amber was only procured by picking it up on the sea-shore, as it was not then known that large amber-fields existed from 16 to 30 feet below the surface of the sea, in a tertiary stratum. The diggings in the Samland (the district between Königsberg and the Baltic) alone yielded in the year 1862, 5,300 lbs. of amber. As, however, it is impossible to make the amber pits without removing the sand hillocks on the coast, a large tract of the sea-bordering country has been deprived of its natural barrier against the inroads of the sea, and has been exposed to the danger of being flooded and covered with drifting sand. It appears, therefore, desirable that when the time for the renewal of the leases arrives (*viz.*, in the year 1867) the Government should make some conditions for preventing those districts from being any longer exposed to such dangers. The amber diggings could be carried on more effectually by a system of mines, which would obviate the necessity of removing the hillocks on the coast. Although the diggings had yielded very fair profits, a new method of obtaining amber has been resorted to since the year 1862, and been found more productive. A Memel firm (Messrs. Stantien and Becker) commenced dredging for amber in the Curish Haff, near the village of Schwarzort, and within one year obtained 17,500 lbs. of that substance, at a cost of about 50,000 Prussian dollars. In the next year, the quantity of amber collected in this way was nearly twice as large; in 1865, when more dredging machines were added and the works generally extended, 53,000 lbs. of amber were raised; and in the year 1866 the quantity obtained amounted to 73,000 lbs. At present 14 machines and above 400 workmen are employed in dredging, who work day and night so long as the Haff is not frozen up. The rent paid to the Government by the Memel firm is about 4,000 Prussian dollars a-year, and the current expenses are said to amount to 180,000 Prussian dollars a-year. Similar works are about to be established in the Fresh Haff, near the port of Pillau.

The quantity of amber thrown up by the sea near Dantzic and Memel has of late years been inconsiderable. The exact amount cannot be ascertained, as the fishermen who collect the amber sell it privately in small parcels.

Amber now constitutes an important article of trade at Memel as well as at Dantzig, and is exported from those ports to Austria, Turkey, and France. After many fruitless attempts to introduce it as an article of trade with England, orders were received in the latter part of 1865, at Memel and Dantzig, to ship amber to that country, from whence it is re-exported to the East Indies, Africa, and China. Considerable quantities are now sent to England, both direct by sea and by land; unfortunately, no official accounts of the quantities are to be obtained here.

The amber found at Memel is of very good quality, and is considered particularly adapted for pipe mouth-pieces. The prices vary according to the size and quality of the piece, from 5 silber-groschen to 80 dollars per lb. The largest piece ever found in this neighbourhood weighed about 5 lbs., and was valued at about 400 Prussian dollars.

Subjoined is a list of prices of the various articles of trade at Memel at the end of the year 1866:

Articles.	Weight or Measure.	Prices.
Rye	Per scheffel	Sgr. 56
Wheat	"	" 95
Barley	"	" 44
Oats	"	" 28½
Peas	"	" 70
Flax	" 31 lbs. 4 brand ..	" 105
Hemp, Russian	" centner	Dols. 10½ to 13½
Linseed, sowing	" tonne	" 9
" crushing	" scheffel	Sgr. 65 to 100
Rapeseed	"	" 70
Potatoes	"	" 20
Bones	" centner	" 35 to 40
Skins, Calf	" lb.	" 12 to 18
Salt, Spanish	" 2/2 sack	" 60
" English	"	" 55
Coals	" tonne of 2 scheffels	" 12½ to 16½
Iron	" centner	Dols. 3
" Swedish	"	" 4½
Cement, London	" barrel	" 4
" Pommeranian	"	" 3
Oil, Linseed	" centner	" 14 to 15
" Hempseed	"	" 14 to 15
Petroleum	"	" 11½ to 12
Tar, Swedish	" barrel	" 6½
Herrings, Norwegian	"	" 3 to 13
" Scotch	"	" 12 to 16
Rags	" centner	" 4½
Wood: (1) Oak—		
Timber	" piece	" 15
Wainscottings	"	" 20
Clapboards	" schock	" 63
Planks	" piece	" 1½
Pipe Staves	" schock	" 48
Brandy Staves	"	" 36
Hogshead Staves	"	" 29
Sleepers	" piece	" 1
(2) Fir and Whitewood—		
Timber	"	" 9½
Sleepers	"	" 0½
Planks	"	" 0½
Boards	"	" 0½
Board-ends	"	" 0½
Staves	" schock	" 20
(3) Birch—		
Stave-wood	" piece	Sgr. 1½

The monthly rates of exchange on London per *l.* sterling, and the monthly rates of discount, during the year 1866, were as follows :—

	Rates of Exchange.		Rate of Discount.
	Lowest.	Highest.	
	Sgr.	Sgr.	Per Cent.
January	200 $\frac{1}{2}$	202	8
February	202 $\frac{1}{4}$	202 $\frac{7}{8}$	7 $\frac{1}{2}$
March	202 $\frac{1}{4}$	203 $\frac{1}{4}$	6 $\frac{1}{2}$
April	200 $\frac{5}{8}$	201 $\frac{3}{4}$	6
May	197	201 $\frac{1}{4}$	8
June	197 $\frac{7}{8}$	198 $\frac{1}{2}$	10
July	197 $\frac{1}{2}$	201 $\frac{1}{4}$	10
August	202	202 $\frac{5}{8}$	9
September	200 $\frac{1}{2}$	202	5 $\frac{7}{8}$
October	200 $\frac{5}{8}$	201 $\frac{3}{4}$	4 $\frac{1}{2}$
November	201 $\frac{1}{2}$	201 $\frac{3}{4}$	4 $\frac{1}{2}$
December	201 $\frac{5}{8}$	202 $\frac{1}{8}$	4
Average rate of Exchange and of Discount during the year 1866	} 201 $\frac{1}{64}$		6·96

The English equivalents of the Prussian money, weights, and measures used in this Report are as follows :—

<i>Russian.</i>	<i>British.</i>
1 dollar (= 30 silbergroschen = 360 pfennigs)	= 3s. sterling.
6 $\frac{2}{3}$ dollars	= £1 ..
1 ship last (= 40 centners)	= { about 2 tons burthen. 4,410 lbs. avdps.
1 centner (= 100 lbs.)	= 110 $\frac{1}{4}$ lbs. "
1 corn last (= 56 $\frac{1}{2}$ scheffels)	= 10 $\frac{1}{2}$ imp. quarters.
1 scheffel	= 0·186 " "

III. AGRICULTURE.

The harvest of 1866 in all kinds of corn and grain throughout this district was good.

Notwithstanding the disadvantages of a long and severe winter, under which the cultivation of the land and the growth of its produce must naturally be retarded, agricultural undertakings generally prosper in the province of Prussia. Nearly all kinds of corn and grain which are known in the north of Europe, are cultivated in this province, and the warm summer weather ripens them in so short a time that the harvest takes place but little later than in the west of Germany. The harvest for winter corn usually commences in the middle of July in the southern parts of the province, and in the end of July in the more northern districts; the harvest of the summer corn follows immediately after that of the winter corn, and it is only for barley, which is generally sown in May, that the harvest takes place so late as the end of August and the beginning of September. The chief article grown in the province is wheat, next to this rye; barley, oats, and pulse, are also grown in considerable quantities. In the district of Memel, rye (winter corn) is chiefly grown, and all other articles of agricultural produce are scarcely to be seen. Although, during the last 50 years, much has been done for the cultivation of land in this district, which, like others in the province of Prussia, suffered so severely from the repeated hostile invasions in the beginning of the present century, the landed proprietors are, for the greater part, without sufficient capital for extending their farms and industrial establishments. Agricultural machinery is hardly known

in these parts; and some of the means used in farming remind one of those adopted in other countries centuries ago, but which have long since been abandoned.

One of the chief features of the province of Prussia is horse-breeding. The extensive establishment for breeding horses at Trakehnen, near Gumbinnen, furnishes, directly and indirectly, the greater portion of the horses in the Prussian Army; and, besides these, sells a great many others to private persons.

IV. POPULATION AND INDUSTRY.

The circle (*Kreis*) of Memel, one of the twenty circles into which the Government district of Königsberg is divided, borders, in the north and east, on Russia; in the south on the Government district of Gumbinnen; and in the west on the Baltic. The territory of the Memel circle comprises 19.44 German square miles, of which 4.77 miles are covered with water, viz., by part of the Curish Haff. The circle is divided into one Catholic, one Reformed, and six Lutheran parishes. The number of schools is 56. Its total population, in the year 1858, was 51,343, of which 48,587 inhabitants were Lutherans and Reformed, 2,330 were Catholics, 5 Mennonites, and 421 were Jews. One-third of the inhabitants speak the German, and two-thirds the Lithuanian language. The town of Memel, with its two suburbs, now contains 25,000 inhabitants. Memel being a sea-port, the inhabitants are naturally, for the most part, engaged in shipping and trade. There are 27 mills for sawing timber, three machine manufactories, four breweries, and other establishments which are carried on on a small scale. The low value of Russian money during the last years, and the want of good communication with Russia, which, by its geographical position, is the chief outlet for Memel manufactures, could not fail to have a depressing influence upon the manufacturing interest in this district.

V. PUBLIC WORKS.

The works in the Memel harbour have been but slowly prosecuted. The breakwater, on the north side of the entrance to the port, is as yet in a very unfinished state; and the winter harbour is not yet completed. Considering the small funds of which the harbour authorities can dispose, every improvement, however trifling, must be regarded as a gain to navigation.

The fort on the south side of the entrance to this port will be completed in the course of the year 1868; and the construction of a similar fort on the north side, near the Memel lighthouse, is then contemplated. It is also intended to rebuild and fortify the old citadel, which is situated in the middle of Memel, and commands the whole town and the entrance to the port.

The public roads to Russia are in a very bad state, and in winter are almost impassable. The only road by which the communication between Memel and the rest of the civilized world is kept up, after the close of the navigation, is the high road to Tilsit; but when the floating ice renders the passage across the river Niemen at the latter town impassable, Memel is entirely cut off from the interior. It therefore often happens, during the winter and spring months, that the mails do not arrive for three or four days together. It has been a source of great regret to the inhabitants of this district, that, amongst the many projects of railways for which 24,000,000 of Prussian dollars were voted by the Chambers last year, no mention was made of a line from Tilsit to Memel, which is at present the only Prussian seaport not connected by rail with the rest of the Prussian monarchy.

VI. GENERAL REMARKS.

A conference was held at Berlin in December last, at which representatives from all the larger Prussian seaports attended, for the purpose of discussing a new plan by which ships could be cleared at the Prussian Custom-house without the delay and inconvenience imposed upon ship-owners and masters by the present regulations. The question of the reduction of the harbour-dues in some of the Prussian ports was likewise brought forward. The resolutions which were agreed upon at the conference, in regard to the latter subject, have, as is understood, been since approved by the Government; so that after the harbour-dues at Memel, and one or two other ports, shall have been reduced, an unitary system of duties is likely to be established in all of the seaports of Prussia.

Memel, May 14, 1867.

RHENISH PROVINCES AND WESTPHALIA.

Report by Mr. Consul-General J. A. Crowe on the Trade and Industry of the Rhenish Provinces and Westphalia.

PART I.

IN obedience to instructions, I have visited the Rhenish Provinces and Westphalia, with a view to obtain a general survey of the nature and extent of the trade and industry in those parts. I have stopped at many places on both banks of the Rhine, and I have come to the conviction that I shall most advantageously fulfil the object which your Lordship had in view if I confine myself for the present to two or three of the most important and extensive fields of inquiry to which my attention has been directed. I believe the spirit of my instructions will allow me to neglect for the present all but the trade in coals, iron, cottons, silks, and woollens: and these I shall examine without pretending to exhaust subjects in themselves extremely complicated and various. I shall begin with the collieries, which are a principal source of prosperity to the industry of the Rhine country and Westphalia; proceed from these to the ironworks, which only live because they are fed by the collieries; and close with cottons, silks, and woollens, which owe their expansion to cheap fuel as well as to cheap labour. I shall endeavour to fix generally the prices of coal and of labour, and I shall perhaps enable your Lordship to appreciate with sufficient fullness how it happens that, in a country which derives its raw material, yarns, and machinery, almost exclusively from the United Kingdom, tissues are produced which compete with those of Great Britain, if not frequently on our own, certainly on many great neutral markets in Europe and America.

The Coal-fields.—The coal industry of the Rhineland and Westphalia flourishes chiefly in the valleys of the Ruhr and Saar. It has a slighter importance in the districts immediately surrounding Aix-la-Chapelle, Bonn, and Minden.

The collieries of the valley of the Saar seem favourably situated to supply the wants of the district itself in producing iron and other metals, and in feeding the factories of South Germany. But the neighbourhood of the frontier and the demand which the French export trade creates, have already convinced the South Germans of the necessity for opening up communication with more distant coal-fields, and hence a growing competition on the part of Saxony and the Lower Rhine with the collieries of the Saar.

The yield of the Saar collieries seems never to have exceeded in any year three and a-half millions of tons (British)*, whereas that of the Ruhr collieries, in 1865, nearly amounted to nineteen million tons. The Ruhr collieries feed the great industrial centres of the Lower Rhenish Provinces. They compete with England in the Dutch and North German markets. Their produce goes up the Rhine, and has begun to find a sale not only in Belgium, but in France. Not content with the railway routes to Rotterdam and Amsterdam, the coal owners are striving for new communication to the westward, and hope that, when the line is finished between Venloo and Herzogenbusch, and between Bergen-op-Zoom and Flushing, they will gain a share of the great English business. There is no doubt that if they could rival England in the quality, as

* Not to be confounded with the Rhenish ton, which for coals is 4 centners.

well as in the price of coal, they might push us hard enough in certain quarters. They admit, however, that English sea-coal is too superior to be forced aside by Rhenish; but they may, and perhaps do, calculate on the possible exhaustion of Great Britain.

I do not propose in this report to do more than touch upon the industry of the Saar Valley; it would also be of little interest to describe minutely the vicissitudes of the coal trade in the districts of Aix-la-Chapelle, Bonn, and Minden, districts in which the collieries hardly supply the wants of the localities in which they are worked. The basin of the Ruhr has higher claims to attention, because its existence and the activity with which its mineral treasures are worked are mainly the cause of the expansion of manufacturing enterprise in the adjoining parts of Germany.

The coal-fields of the Ruhr extend over a surface of 115 square miles, and are supposed to contain about 40,000 million tons of fuel. They are comprised chiefly in the Government districts of Duisburg, Essen, Bochum, Dortmund, and Hamm. The rapid increase of their production may be discovered by a glance at the following Table.

TABLE showing the Production in Tons of the Ruhr Collieries for Ten Years, with the Number of Hands employed in each year:—

				Tons (British).	Hands Employed.
1855	..	..	..	3,252,223	22,235
1856	..	..	..	3,510,501	27,666
1857	..	..	..	3,635,256	29,563
1858	..	..	..	3,898,502	31,455
1859	..	..	..	3,793,355	29,156
1860	..	..	..	4,276,253	28,463
1861	..	..	..	4,964,621	30,609
1862	..	..	..	5,701,201	32,034
1863	..	..	..	6,300,318	32,560
1864	..	..	..	7,474,935	37,899
1865	..	..	..	8,585,614	39,871
1866	..	..	..	8,583,362	37,686

The price of coals at the pit's mouth was, on an average, for best 5s. 1d. per ton (British) during 1864, 5s. 9½d. per ton in 1865, 5s. 6d. per ton in 1866. The wages of the coal districts vary from 11 sgr. (about 13d.) for boys, to 2s. and 2s. 6d. for men for a day of 10 hours. Labourers who earn more do so by extra exertion in the mines where piece work is usual. The difference between the district and similar ones in England is, that you find there cheaper wages and longer hours of work: consequence—cheaper coal at the pit's mouth than in Great Britain. The carriage of coal on railways being on an average 1 pfenning ($\frac{1}{12}$ sgr. or $\frac{1}{16}$ d.) per centner per five miles (British)*, and the chief centres of the Rhenish industry being close to the collieries, it is clear that machinery can be driven less expensively there than in England. A net of railways unites the collieries with all the great towns of the neighbourhood—Duisburg, Düsseldorf, Elberfeld, Barmen, Hagen, Iserlohn, Witten, Dortmund, Essen, and Ruhrort. A steam-ferry takes the coal over the Rhine at Ruhrort, into the silk and cotton manufactories of Crefeld, Viersen, and Gladbach. At Ruhrort a vast harbour, formed by the confluence of the Ruhr with the Rhine, serves as port of shipment for the coal, which is towed up to Mayence and

* i.e., four-fifths of a halfpenny per ton per mile.

Mannheim in barges. At Duisburg, shipments are made from the quays of the Rhine. Fresh outlets for produce, unexpected channels of enterprise, are discovered yearly. New railways increase the export of produce, and the carriages which take coal to distant provinces return laden with raw material for manufactures that can only live where fuel is plentiful and cheap. One can see that the expansion of the coal trade has been proportioned to the extension of railway communication; and experience shows us here that the progress of old towns, as well as the growth of new ones, is dependent on the same law. Dortmund and Essen were free Imperial towns of old; the traveller may see the ruins of their feudal walls and towers in the midst of gardens surrounding modern houses, overlooked by hundreds of tall chimneys. Oberhausen was a wild and all but solitary heath before it became a junction station. It is the centre of a district abounding in pits, smelting furnaces, and foundries.

The political and military events of 1866 were not without influence on the welfare of the Ruhr collieries. Amidst a fluctuating population, recruited from all parts of Germany, it was natural that many should start for distant homes when war became inevitable. The Prussian recruiting system withdrew a considerable number from the fields of productive labour. The gaps thus created were, it is true, very quickly filled again, because the demand for coal did not cease as the demand for manufactured produce had done; but the facilities of transport were materially curtailed. For several weeks there was no communication with South Germany; and where the traffic was uninterrupted, the scarcity of rolling stock was felt in consequence of the demands of the army upon that portion of railway property. The re-establishment of peace did not restore the railways to their normal capacity for carrying coal; and the traffic tables of the Köln-Minden, Bergisch-Markisch, and Rheinische lines, between July and December, 1866, show that the business in that department remained small, as compared with that of the first months of the year. Still the year shows an increase, though slight, upon 1865 in the production of coals, owing to a more general use of machinery as a substitute for manual labour; and none of the outlets opened in 1865 were absolutely closed. It is by comparing the latter year with 1864 that we appreciate feelings of exultation which find their expression in the conversation as well as in the written communications of the Ruhr coal-owners. The Table above given testifies that the quantity of coal withdrawn from the pits in 1865 was nearly three times as great as that extracted in 1855. Railway returns prove, in addition, that the area over which the export of Ruhr coal takes place has extended every year. That area finds its limit at Berlin in the north-east, at Erfurt on the east. It reaches as far south as is compatible with the competition of Saar and Saxon coals. The export up the Rhine, from Duisburg and Ruhrort, in 1866, was about a million of tons; down the Rhine to Holland and Belgium, 764,505 tons. In 1865 the traffic downwards was 11 per cent. less. If we add to the export of 1866, in the direction of Belgium and Holland, by water, the 250,000 tons carried thither by rail in 1866, we have an idea of the rivalry between the Ruhr collieries and those of Belgium and England. It is striking indeed to notice that, whilst Great Britain is carrying more coals yearly to the ports of the Eastern Sea, and thus furnishes fuel even to the sugar refineries of Magdeburg, she is making a very different progress in the ports of the Channel; and it is urgent that our trade should know, in spite of statements of a contrary tendency, that no English coal, or at least none but an infinitesimal quantity, is sent inland from Antwerp, Rotterdam, or any of the Dutch and Belgian harbours. It is scarcely possible to describe the pleasure and excitement

caused in the Ruhr districts by the fact that, during 1865 and 1866, Westphalian coal was carried with profit to the Belgian coal-basins of Charleroi and Mons, and even over the frontier into France. The causes of a phenomenon which may be permanent are stated as follows:—"The Belgian collieries have reached the maximum of their productiveness. They cannot produce more without improving their machinery or trying lower seams: the latter a very difficult and costly operation, considering the depth of the works at present. The labour market is understocked, on account of the disinclination of the population for mining, and the ravages of the cholera; and, as a necessary consequence, wages are higher than in England or on the Rhine." But the most important and probable ground is the increased trade in coal between Belgium and France, explained and proved by the official returns of French imports of that commodity, which tell us that whereas France took five millions of tons from abroad in 1861, she received six millions in 1866. The beginning thus made by the Ruhr coal-owners may be but the prelude to a larger business. It is a small matter at present; but the chances are favourable, if France cannot work her own fields so as to get more out of them, and England or Belgium are unable to deliver cheaper and in larger quantities. Under these circumstances it is not surprising that great interest should be felt in the mining office of Dortmund, which superintends the collieries now under notice, as to the competition of the lines from the Rhine to the Belgian and Dutch coasts, as to the embankment of the Oster Scheldt, and as to the navigation of the Wester Scheldt and Sloe.

A word in conclusion as to the population of the coal districts. I have shown that the number of labourers employed in collieries does not amount, in the Ruhr district, to 40,000. It is to be noticed that of these labourers a great number are vagrant. They do not universally stick to mining as the business of their life. They are prone to change, and you will find the same hand turn to two or three different occupations in the same number of years. They have as yet shown no desire to combine or to form trades' unions. There is nothing organized amongst them, except a society for advancing necessities on a certainty of repayment from wages at monthly intervals. This organization is described as a boon by some, as a misfortune by others. It is supposed, to a certain extent, to foster recklessness and improvidence. The workmen I have spoken to complain of competition amongst each other; and I have heard more than one declare that the times are very hard, and that they would rather see the legislation of ten years since revive, by which the wages of miners and the prices of their provisions were regulated by the Government Office of Mines. The owners of mines, on the contrary, complain that labour is too scarce, and threatens to be too dear, so that there are limits to the expansion of works. The workmen I believe to be under the influence of an actual but passing depression, caused by the past war and the menace of a new one. The owner thinks less of the present—more of the future.

As for the coal-mines themselves, there are none that exceed 150 fathoms in depth; some have double, most have but one shaft divided by boardings into halves for the passage of air and the working of the cars. Substantial buildings cover the shafts, and contain the necessary steam-engines and boilers. The seams are numerous, and are worked at various levels from the same shaft. Some seams are as thin as $2\frac{1}{2}$ feet; the thickest are rarely above $4\frac{1}{2}$ feet. The quality of the coal is various. Of great advantage to the district is the fact that bricks are made on the spot, of very good materials and at cheap price.

Iron.—From Münster to Treves on the one hand, and from Aix-la-

Chapelle to Wetzlar and Nassau on the other, iron ores of divers kinds, and of varying value, are extracted in considerable quantities. It would be possible to describe in detail the produce of each district, but it is sufficient for my present purpose to state that the most important fields are those about Siegen, Wetzlar, Nassau, Daaden, Essen, Duren, Schleiden, and Aix-la-Chapelle. These fields are under the supervision of the two great Mining (Government) Offices of Bonn and Dortmund. Their yield and number of workmen employed may be described, according to Hocker,* as follows:—

			Districts.	Number of Mines.	Quantity of Ore extracted.	Number of Workmen.
					Centners.	
1863	..	..	Dortmund and Bonn ..	661	20,130,486	11,194
1864	..	..	" "	939	21,418,508	12,062

But in 1865, according to the Report of the Society for Protecting the Mining Interest in the district of Dortmund, the yield of iron in the Rhenish provinces and Westphalia amounted to 11,399,426 centners (569,971 tons British), a quantity altogether insufficient for the consumption of the country, and necessarily supplemented (*pro* 1865) by an import of 91,339 tons of Scottish pig. The superior yield of Scotland, as compared with that of the fields under notice, is stated to be caused by the greater capacity of Scottish furnaces to produce quantity, the usual returns of one such furnace in Scotland being 48,723 lbs. per diem (in 1865), whilst that of a Prussian furnace did not exceed 38,010 lbs.

It is a peculiar feature in the smelting business that the Germans never work except to order. They have fixed periods for sending round their travellers, and they light one, two, or more furnaces according to the quantity ordered. On an average, where three fires were alight in 1865, but two were kept up in the latter half of 1866; and the quantity produced will no doubt show a decrease proportioned to the falling off in the supply of Scotch pig to the German market, which was reduced in 1866 to 47,749 tons. The following Table will show the fluctuation in the production of raw and cast-iron in Rhineland and Westphalia for ten years:—

				Number of Furnaces.	Produce of the Blast Furnaces in Centners.
1855	..	..	..	133	4,331,667
1856	..	..	..	146	5,338,309
1857	..	..	..	141	5,833,809
1858	..	..	..	142	6,140,679
1859	..	..	..	134	5,794,273
1860	..	..	..	126	5,869,767
1861	..	..	..	129	6,872,032
1862	..	..	..	143	8,003,163
1863	..	..	..	148	9,638,443
1864	..	..	..	147	10,974,892

The greater part of the produce of the furnaces is now made with coke, whereas coal and wood were in commoner use previous to 1855;

* Die Gross-Industrie der Rheinlandes, &c. The repeal of the Prussian tax on ores took place in January, 1863, and gave a favourable impulse to the mines. The Westphalian fields doubled their produce after the opening of the Ruhr Sieg and Dentz Giessen lines of railway.

and it may be noted that in proportion as the furnaces are nearer to the coal-fields their size and perfection are greater, and their capacity for smelting large quantities is increased. Important in an extreme measure is the advance in the quantity and quality of raw steel—iron as it is called—a species of metal which finds its way to England, Belgium, and France, chiefly for the purpose of transformation into steel by Bessemer's process, and which is used with success in such great works as Krupp's, in Essen, and the foundries of Hoerde.*

In some parts of the Rhine country and Westphalia coal and iron are found in proximity—near Aix-la-Chapelle, for instance, at Hoerde, Dortmund, Essen, and other parts of the Ruhr district—but in no case is the iron sufficiently plenteous, or of sufficiently good quality, to allow of its exclusive use. It is characteristic of the iron trade generally that the question arose, shall the coal be taken to the iron, or *vice versa*? And in most instances the iron has been brought to the coal. After the opening and extensions of many railways in these countries, and subsequent to the time when the extraction of coal assumed great proportions, the speculative capital of Germany was thrown with eagerness into companies formed for the purpose of puddling, sweating, rolling, and hammering iron and steel. Large establishments were founded which at first gave promise of excellent returns; but these creations of a redundant credit soon felt the effects of crisis; and since 1857, which was a year of great catastrophes, a struggling and often unhealthy existence has marked all but a few well situated and ably directed undertakings. There are twenty-two companies in existence in Westphalia and the Lower Rhine country, whose capital in shares varies from half a million to three millions of thalers, whose dividends oscillated, in 1864, between 0, 2, 3, and 13 per cent. There are many important private works besides, the largest and most interesting of which is Krupp's, in Essen, celebrated for the excellence of its steel articles, and known by more than one description in Germany as well as in England. The mills produce iron and steel of all kinds—bars, blocks, plates, rails, wire; and the best boilers, wheels, and heavy hardwares generally; but the finer works of the engineer are not attempted, being left to the Borsigs and Egells, of Berlin, or their colleagues of Hanover and Brunswick. Krupp's may, but none of the lesser works do, look out for the very newest improvements; and you do not find, for instance, that any attempt has been made to remedy the well-known inconvenience of passing pieces under rollers from one side only.

The following official Table gives the produce of manufactured iron and steel in Rhineland and Westphalia for twelve years:—

	Bar Iron and Rails.	Iron Plate.	White Iron Plate.	Wire.	Raw Steel.	Cast Steel.	Refined Steel.
1852	2,469,633	232,258	..	279,641	110,003	33,659	100,699
1853	2,831,796	328,404	58,019	296,200	136,337	54,947	42,957
1854	2,887,470	355,000	42,120	388,099	155,292	52,195	69,445
1855	3,497,789	445,675	53,819	374,065	194,622	82,392	76,044
1856	3,847,194	563,078	55,561	508,827	264,214	96,797	62,170
1857	4,079,954	517,794	46,065	343,305	274,644	111,177	47,874
1858	4,542,477	555,846	57,038	459,888	199,222	117,216	52,145
1859	3,944,335	588,767	49,419	428,735	206,403	114,093	61,514
1860	3,839,626	603,265	62,993	431,657	276,246	126,026	60,565
1861	4,113,101	640,013	62,631	412,318	366,492	203,300	76,549
1862	4,791,880	799,502	80,931	513,569	437,747	263,895	69,480
1863	5,193,905	969,785	72,251	585,829	564,647	396,228	58,644
1864	5,677,865	1,090,987	89,169	626,673	605,578	702,508	59,419

* The quantity of raw steel-iron made in 1862 was 155,353; in 1863, 399,946; in 1864, 605,578 centners.

The value of iron and steel, produced as above, is stated to have been 6,771,860*l.* in 1862, 7,112,306*l.* in 1863, and 8,435,794*l.* in 1864.

The number of workmen employed in mills, puddling, and other works in the two great districts under notice, in 1864, was 45,952, making up, with their families, a total of 137,771 souls. I have not the statistics of 1865 or 1866, but I found no difficulty in ascertaining the present wages of labour in the iron trade. As regards miners, the wages are similar to those of the coal-fields. The following are those of Arnett and Co.'s mill at Dortmund, with which those of other works only differ very slightly:—

				s.	d.				
Ordinary unskilled labour, per day of 12 hours				..	per diem	s.	d.	s.	d.
Rail Iron	..	Puddler No. 1, per 1,000 lbs.	1	8½	..	1	8½	to	1 9½
"	..	" " 2	1	1	..	4	0	5	0
"	..	" " 3	1	1	..	2	6	3	0
Bar Iron	..	" " 1	..	9½	..	1	9	..	..
"	..	" " 2	1	2½	..	..	..	..	..
"	..	" " 3	..	..	..	1	9	..	..
Steel ..	..	" " 1	2	6	..	..	..	..	..
"	..	" " 2	1	4½	..	..	..	..	..
"	..	" " 3	..	..	..	1	9	..	..
Fine Grain Iron	..	" " 1	2	2½	..	..	..	..	..
"	..	" " 2	1	3½	..	..	..	..	..
"	..	" " 3	..	..	..	1	9	..	..
Bar Iron	..	Sweaters " 1	0	8½	..	..	..	..	..
"	..	" " 2	0	6	..	..	..	..	..
"	..	" " 3	..	..	..	2	0	..	..
Rail Iron	..	" " 1	0	2¼	per rail.	..	..	..	..
"	..	" " 2	0	0¼	..	..	..	..	..
"	..	" " 3	..	..	per diem	2	0	..	..
		Rollers ..	..	..	..	2	9½	..	..
		" Fore ..	..	..	..	2	3½	..	..
		" Back ..	..	..	..	2	0	..	..
		Man at Lever ..	..	..	..	1	4½	..	..
		Boys ..	..	..	..	1	1	..	..

The hours of labour in the mills are from six in the morning to six in the evening, and from six in the evening to six in the morning.

Last year opened for the iron trade with prospects such as it had not had for a considerable period. The days of financial speculation were over; orders overflowed, and the prosperity of the masters was so insolent, they would not bind themselves beyond September. They repented of their presumption as war broke out. In spite of the withdrawal of 10 per cent. of the labourers by recruiting, they executed their orders, and then stood by. From the collapse of last autumn, the trade is still suffering, so that Westphalian iron is not worth more *loco* than English finished iron under a similar condition. A considerable number of hands is at present out of work, expecting better times. It is painful, indeed, to hear the complaints that are made. With the exception of rails, for which there are contracts delivered by South German companies, business is merely carried on to keep the best hands going. The farmer and tradesman buy no tools, the manufacturer no instruments or machines; but this unnatural stillness will cease now that rumours of peace have succeeded to rumours of war.

PART II.

Cotton Yarn.—The spinning and weaving trades have steadily grown in Rhineland and Westphalia within this century, but always under a system of tariffs with more or less protective duties.

The spinners of the Zollverein have still a protection of 6*s.* per

centner for ordinary cotton yarns;* but this duty is much lower than that which existed previous to July, 1865, under the shadow of which the spinneries grew and the weavers necessarily languished. The cotton spinneries of the Rhenish Provinces and Westphalia form no inconsiderable part of those comprised in the Zollverein. The number of cotton spindles in the Customs Union rose from less than 100,000 in 1849 to 2,500,000 in 1865; and there are establishments, like those of the Cologne or Gladbach Spinnery Companies, which now work almost as many bobbins as were known to exist 15 years ago in the whole Zollverein. The origin of the duties on yarn may be traced back to the time when England overflowed Germany with that produce, and put an end to spinning by hand. The gradual decline of our trade in the article was commensurate with the growth of the capability of the Zollverein to rival us in it. Under a tariff which fell in its charges from 9s. (1845 to 1864) to 6s. in 1865, the imports of yarn into the Zollverein, chiefly from England, varied as follows:—

				Quantity.
				Centners.
1852..	..	..	..	467,559
1858..	..	..	..	582,946
1862..	..	..	..	475,999
1863..	..	..	..	161,401
1864..	..	..	..	241,743
1865..	..	..	..	168,136

The first half-year of 1866, the statistics of which have appeared, gives an import of 117,313 centners, and therefore promises an increase in 1865; but the fact which strikes us most prominently here is, that the Zollverein satisfies its own wants at present with less dependence on the importer than heretofore. In my progress through the spinning and weaving districts of Gladbach, Viersen, Elberfeld, and Barmen, I observed that English machinery was universally introduced for spinning as well as for weaving; so that, whereas at earlier periods it was usual to trust to England even for coarse numbers, the custom is now only to take the finer ones. The manufacturers of coarse cottons (I exclude colicoes) in the Rhenish Provinces chiefly require, and therefore chiefly spin Nos. 4 to 36 mule, and Nos. 16 to 20 water. They import 40 mule and 20 to 30 water. Not long since they were still obliged to buy from us Nos. 8 to 16 mule and No. 16 warps, all of which they now make for themselves. The cotton velvet and mixed silk and cotton factories, of which there are such numbers in the districts already enumerated, also buy none but the finest twists from English firms; it is, therefore, remarkable that, in spite of the efforts made to supersede our produce, and in spite of the general decrease in cotton manufacture, resulting from the late crisis, we should still find so large a market for yarns as we do in the Zollverein. That market would doubtless be greater if the duty of which I have spoken were removed—a step recommended by German freetraders, as necessary to increase the welfare of the weavers and raise the productive power of the country. But German freetraders, in the fullest sense of the word, are few amongst the class who have influence on the alteration of tariffs; and if their number were greater, Germany, instead of remaining behind France, would probably distance her, thanks to the cheapness of her coal and labour market.†

* Warps still pay 9s. a centner duty.

† Germany spins but one-third of what France spins, and France is behind England in the ratio of 1 to 6.

One of the peculiar features noticeable in these provinces is, that spinneries are usually combined with weaving and dyeing establishments. The Cologne Spinning and Weaving Company has frequently spun more than 1,500,000 lbs. of yarns, from which it wove corresponding quantities of mulls, velvet, and fustians. The Gladbach Spinnery (in 1866) wove and partly dyed 70,000 pieces of check shirtings, beavers, fustians, and mixed wool and cotton trowserings of very tasteful patterns, from 2,000,000 lbs. of yarns. Another factory of the same kind exists, and works on the same principles, at Mülheim, on the Ruhr; and there are, besides, a host of firms in Dülken, Greifath, Crefeld, Neuss, Elberfeld, Barmen, Sohlingen, Engelskirchen, Sonnborn, Bocholt, Münster, Rheine, where spinning, weaving, and dyeing are carried on together. The Gladbach Spinnery is one of the most imposing factories of its kind in Germany, combining architectural taste and monumental size in the buildings with the best improvements in economy of space. 70,000 spindles and 800 power looms, imported from Great Britain, would give employment to 1,200 or 1,500 hands, if the times were better, and if produce were more in demand; but in 1866 only 43,000 spindles were in use, with about 1,000 hands (one-half women) on short time. I was informed that here, as at Elberfeld and Barmen, *i. e.*, in the principal cotton manufacturing towns of the Rhenish Provinces and Westphalia, the hours of labour (full time) are from 6 A.M. till 7 P.M. in summer, and from 7 A.M. till 8 P.M. in winter; wages, for piece-work, yielding on an average per diem from 1s. 3d. to 2s. One-half of the hands in the machine spinning and weaving factories are females; but no person of either sex is allowed to work there till after 14 years of age, attendance at school up to that period being rigidly enforced under penalty of fine. I shall not say that the system is accepted without a murmur. In Aix-la-Chapelle an agitation has been set on foot for a reform of the education law, and for shorter time at school; but opinion, on the whole, is not favourable to this agitation, and the tendency throughout is rather to extend the rigid observance of the law to private dwellings than to relax it in factories. In the neighbourhood of the great centres on either bank of the Rhine, there are smaller spinning and weaving establishments, some of which, at the best, set 40 or 50 looms in motion; and near these again are a host of hand-loom weavers working either on their own account, or piece-work for a common employer. The smaller factories and the weavers' cottages are the places where the school law is more usually evaded.

In Elberfeld and Barmen, where English yarns are imported in considerable quantities, partly for use in the various manufactories, partly to be dyed in Turkey red, there are firms which do none but commission business with Manchester and Bradford houses. Their port of arrival is Düsseldorf, the Customs returns of which yield the following figures.

QUANTITIES of Cotton Yarn that paid duty at Düsseldorf in the Years 1861-65.

				Quantity.
				Centners.
1861..	..	..	..	103,270
1862..	..	..	..	62,390
1863..	..	..	..	39,746
1864..	..	..	..	28,067
1865..	..	..	..	37,356

The monthly return of the import of twist at Düsseldorf, for April 1867, is 4,696 centners, from which we might infer that the reduction of duty to 6s. has been favourable to us.

Woollen Yarns.—Much that has been said as to cotton will be true of woollen. There is still a duty of 1s. 6d. on woollen yarn. The number of spindles in the Zollverein has increased in a great proportion,* but the imports, chiefly from Great Britain, has increased in the course of years also.

QUANTITIES of Woollen Yarns imported into the Zollverein.

				Quantity.
				Centners.
1852..	..	..	..	69,265
1858..	..	..	..	131,864
1863..	..	..	..	224,526
1864..	..	..	..	261,736
1865..	..	..	..	138,713

The falling off in 1865 is remarkable, but the returns of the first half-year of 1866 (showing an import of 94,464 centners) tell us that the results of 1865 may be considered abnormal.

The imports of Bradford yarns at Düsseldorf (which supplies Elberfeld, Barmen, and its neighbourhood) were 48,199 centners in 1864; 46,589 in 1865.

Cotton Stuffs and Stuffs of Mixed Cotton and Wool.—The tendency of German manufacture since the great cotton crisis has been to abandon the weaving of pure cotton stuffs, and take up that of mixed cotton and wool. The weaver finds the more advantage in this, as it is easier for him to compete with the British article in half woollens than in cottons. Again, as regards half woollens, he finds less profit from plain alpacas, Orleans, or lastings, than from pattern or fancy Bradford goods. Hence a notable decline in the make of plain cotton and wool stuffs.†

Favoured by duties varying between 1*l.* 10*s.*, 2*l.* 6*s.*, and 4*l.* 10*s.* per centner, the manufacturers of cotton, as well as of woollen and mixed fancies (cotton and woollen goods) in the Zollverein reigns all but supreme on their own market. Abroad they compete for a place chiefly in the disposal of mixed goods on neutral markets; the Rhenish and Westphalian weavers making something out of this competition in Belgium, Holland, the United States, and the South American republics, and sending fancy stuffs, woven from Bradford yarns, to undersell our own in London.

There are, unhappily, no statistics as to the export of cottons and mixed goods from the Zollverein, because the ports to which these goods are sent for shipment are situated in various countries, as Havre, Antwerp, Bremen, Hamburg, and Rotterdam. The export tables of the Zollverein give no idea of these exports; but we judge of the business done by Gladbach-Crefeld and its neighbourhood, and Elberfeld-Barmen and its vicinity, by the statistics of the consular agencies of the United States in Crefeld and Elberfeld. In Crefeld, invoices for cotton and mixed cotton and woollen goods to the amount of 80,011 thalers (12,000*l.*) were signed for New York in 1866; similar invoices at Elberfeld for 6,040,555 thalers, or nearly a million sterling.

The American registry and taxation of invoices enables us to gauge the value of another most interesting branch of the cotton and woollen trade at Elberfeld and Barmen—the branch of tapes and trimmings.

* In 1849 there were 457,121 wool spindles, employing 17,256 hands, in the Zollverein. In 1858 there were 660,025 spindles, and 16,279 hands.

† The German maker of plain Orleans and similar stuffs has a powerful competition on the market of the Zollverein in the British manufacturer.

Invoices of these goods were registered at the Consulate of the United States in 1866 to the amount of 3,000,000 thalers (nearly 500,000*l.*) The trimmings, braids, and tape manufacture is one in which the Rhenish Provinces excel. It is one in which the makers exercise considerable ingenuity, discovering and setting new patterns; changing the divers parts of a very delicate machinery so as to produce repeated variety. There are numerous factories in Barmen, where the most complicated work is carried on with a perfection and regularity worthy of the greatest admiration, whilst the simpler goods are manufactured by small proprietors of half a dozen or even of one loom.

I have heard it asserted, on more than one occasion, on the Rhine, that the successful competition of Rhenish mixed cotton and wool stuffs, or so-called Bradford fancy goods, with those of Great Britain, is due to the greater versatility of the Germans in producing tasteful and novel combinations of colour and pattern. If this be true it is scarcely to be pardoned; for there is no reason why England should fall behind her rivals in this respect, when we see her distance every competition in the taste, tone, and finish of that other class of fancies for which Leeds, Dewsbury, and the Scottish border have become so justly celebrated.

The Rhenish braid and trimming branch, on the other hand, is acknowledged in England to be unrivalled. The Germans drive a large business in these goods in the heart of London; and we cannot, of course, attempt to oppose them on their own market, as they are protected by the Zollverein duty of 16 thalers per centner.

During 1865 and 1866 the manufacturers of the Rhenish provinces and Westphalia have done no great business. Their complaints are loud in proportion to the lowness of their dividends. They speak of a tendency to higher wages, which disables them from competition with Saxony.* They deplore sudden and excessive fluctuations in the price of raw materials; they are disheartened, in fact, by a rare concatenation of unhappy circumstances. I could make extracts from Reports of Chambers of Commerce to show that industry throughout the districts I have been treating of is on the eve of utter and irretrievable ruin. It is better to neglect symptoms of discouragement due to real but temporary causes; and, by waiting for the results of better years, we shall perhaps see all matters presented in much more rosy colours.

Woollen Manufactures.—The Rhine country produces a great quantity of very cheap goods, either of wool or of substitutes for wool, which find a market in the Zollverein at cheap prices. The principal trade is in broadcloths, buckskins, kerseymeres, and coatings of various kinds; and the seats of manufacture are principally Aix-la-Chapelle, Düren, Burtscherd, Stolberg, Eupen, and Montjoie on the left bank; Lennep, Hüekeswagen, Wipperfürth, Kettwig, Mühlheim on the Ruhr, Werden, Bochum, and Burg on the right bank of the Rhine.

In this trade the complaints of French and Belgian competition, of high wages, of heavy taxation, are loud and unceasing, suggesting an unhealthy and declining condition; still the number of looms and the quantity of hands they employ are great. There are between 70 and 100 cloth factories in Aix-la-Chapelle alone; and the Rhenish makers do a good business in plain and middling cloths with the United States and the South American republics, and with Italy, Denmark, and Sweden. I have not observed that any great attention was given to the production of such stuffs as our pilots, presidents, witneys, naps, and sealskins. I heard manufacturers declare that they could produce the same goods

* Saxony is the real rival of the Rhenish and Westphalian manufacturers in mixed fancies, and in cloth. In Saxony wages are cheaper, and coals dearer than on the Rhine.

cheaper if the German public would only buy them; but they added, "We are, in matter of cloth, so prejudiced in favour of that which is English, and our taste is so accustomed to be fed from abroad that nothing but British stuff has a chance." We have a key to the North American branch of the cloth trade, on the right bank of the Rhine, in the registry of invoices at the United States Consular Agency at Elberfeld. The value of woollens forwarded to New York, in 1866, is given there at more than 2,500,000 thalers (370,000*l.*).

Silk and Mixed Silk.—The principal seats of the silk trade in the Rhenish provinces and Westphalia are Crefeld, Gladbach, and Elberfeld-Barmen, where the produce of the silk loom and that of the power-loom weaving mixed silk and cotton, or mixed silk and worsted stuffs, increased greatly during this century. The progress of the trade was arrested more than ten years ago by various causes; and the successive failure of every silk crop in Europe, since 1856, has contributed to a languor that threatens to be irremediable. It is probably because the raw material is dear that heavy silk stuffs have disappeared from the market. It is certain that no German lady wears any but the lightest silks; and the peasant countries have been obliged to abandon the hereditary habit of thick silk garments, which of old they so highly prized. A correct idea may be formed of the changes in the silk trade of the Rhenish provinces from the statistics of the Gladbach districts, comprising the town and country divisions of Dahlen, Gladbach, Oldenkirchen, Rheyott, and Viersen. In 1858 there were here 4,844 silk looms, worked by 4,813 hands. In 1861 the number of looms had fallen to 2,824, with 2,824 masters and apprentices. The hand-loom weavers were thus reduced to one-half their number in three years. In the same lapse of time I have reason to believe that the increase of the power-looms, producing mixed silk, was not proportionately increased in Elberfeld. I was told, at the latter place, that the trade in plain silks was slowly declining, for the reasons already stated, and perhaps also because the silk duty had been reduced, by the tariff of 1865, from 100 to 40 thalers. One branch in which Crefeld is as yet unrivalled is that of velvets and velvet ribbons, in which the house of Heimendahl alone occupies from 2,000 to 3,000 looms. Here we have nothing to do with machinery. Every piece is made by hand, either by the weavers of the town or by those who live scattered over the neighbouring country. Crefeld, for this reason, has a clean appearance seldom equalled in any part of Germany. The small houses of the silk hands are almost all neat little freeholds nestling in gardens, and showing their white-washed walls amidst a plain of verdure. There can be no greater contrast than that which strikes the eye in comparing them with the cottages in which the masters of iron foundries in the Ruhr Valley have studded the lands adjacent to their works. About Crefeld you see that the weaver owns his place; about Oberhausen and Sterkrade the huts of the working hands are all marked and ticketed as if they were the cells of prisoners. A good velvet-weaver at Crefeld will earn, by piece-work, from 2*s.* 6*d.* to 3*s.* a-day; yet there is great difficulty in keeping the hands to velvet, and they seldom lose a chance of turning, when they can, to the plain silk loom, where they are dispensed from the labour of cutting the pile at every throw of the shuttle. Inspectors, paid by employers, go regularly round to the weavers and control their work. Numerous checks are necessary to prevent fraud, so that many people in addition to weavers are required to keep a silk factory going. Gangs of females are busied daily at winding, warping, and folding. The silk is seldom or ever thrown in Germany. Trials have been made, and silk is still spun in small quantities, but without any material effect on the trade gene-

rally. Crefeld trusts principally to the throwsters of Aubenas and Lyons, Milan and Turin.

The following Table shows the amount of "conditioned" silk consumed at Crefeld and Elberfeld during three years.*

				Crefeld.	Elberfeld.
				lbs. avrdp.	lbs. avrdp.
1864	..	..	..	691,667	344,214
1865	..	..	..	677,089	353,390
1866	..	..	..	512,253	229,108

The principal sorts consumed were Lombard and Piedmontese for about two-thirds, and Chinese and Bengal for the remaining third. The prices of the Asiatic kinds, in 1866, were so high that the weavers here held as much as possible aloof from them. Meanwhile, the silkworm sickness continues, in spite of the frequent importation of foreign seed, and the growers are at their wit's end to ascertain the causes of the disease. The last theory which has been broached is a curious one. Liebig, the chemist, was furnished, for analysis, with mulberry leaves, from all parts of the globe. He has ascertained that of all these leaves that which contains least of the nutritive elements is the Lombard, and the absence of these elements is now attributed to bad or false cultivation.

Crefeld is not confined to the manufacture of velvets and plain silks; it produces every stuff in which silk alone, or silk mixed with wool and cotton, is woven. Satin, poplin, umbrella and waistcoat stuffs, cravats, and slips of all kinds. In cotton velvet also a great deal is done. The same may be said, in a smaller measure, of Elberfeld; but, as may be seen from the foregoing Table, Elberfeld weaves but one-half what Crefeld does; and whereas the former sends to New York goods valued at less than half a million thalers, the latter registered invoices thither (in 1866) to the amount of two million thalers.

As may be naturally conceived, the dyeing establishments in Crefeld, as well as in Elberfeld and Barmen, are very important. The use of anilin colours is on the increase, and new tints are constantly being discovered.

Leipzig, May 18, 1867.

The following is a statement of the weekly wages† of the hands in the cloth factory of Messrs. Scheins and Reiss, at Aix-la-Chapelle:—

								Thls.‡	Sbgs.
								Thls.‡	Sbgs.
Wool washers	..	..	..	4	0	Rougher	..	3	15
Spinners	..	..	..	5	0	Shearer	..	3	10
Power-loom weavers	..	..	..	5	0	Washers and Pressers	..	4	0
Hand-loom weavers	..	..	..	6	0	Nappers, female	..	2	0
Fuller	..	..	..	4	0	Ironers, female	..	1	25

The highest wage is, therefore, that of a hand-loom weaver, which averages 3s. (English) a day when fully employed; whilst the lowest wage is that of the shearer who gets, on full time, but 1s. 4d. a-day. The wages of women are but 11d. to 1s. a-day.

Leipzig, July 4, 1867.

* The word "conditioned" is here literally used, as it is in Germany and France. Silk is so-called after it has been tested for moisture by Talabot's process.

† The weekly wage is calculated at 6 working days of 13 hours.

‡ The thaler is worth 3s., and divided into 30 silbergroschen.

SPAIN.

CADIZ AND ANDALUSIA.

Report by Mr. Consul Graham-Dunlop on the Commerce and Prospects of Andalusia; with Preliminary Remarks on the Present State of Spanish Finances and Railways.

IN concluding my last year's Consular Report (April 1866), I expressed hopes that the financial position and prospects of Spain might become better than they were then, or than in the spring of 1865. These friendly aspirations have, unfortunately, not been realized; the financial condition of Spain in 1867 is not improved since 1865, and, unless some great change in system and administration be effected by the Spaniards themselves, this condition gives very faint promise of amelioration. The foreign liabilities of Spain remain in *statu quo*; her floating debt is not diminished, and the pay of her Navy, and of a section of her Army, is in arrear.

My notice, therefore, on Spanish finance this year will be brief.

During the last 14 months the only financial measures adopted by the Madrid Government have been—

1st. The collection of a whole year's taxes last summer, in two instalments, at three months interest.

2nd. Fould's loan of 70,000,000 francs, with 20 annuities of 9,000,000 francs for interest and amortization; which scheme failed with the French public, but the completion of which by M. Fould and his party is believed to be still binding on them.

The Government, on the 1st January last, published a Royal Decree, giving up to the railway companies the tax which had been hitherto levied of 10 per cent. on all passenger traffic, and at the same time promised additional aid to the railways, for the furtherance of which object they named a committee to examine the question and report.

Previous to the entry of the present (Narvaez) Government, a Law was passed through the Cortes by the O'Donnell party, authorising the Government to settle with the holders of "Passives" and of the "Certificates," on terms which were set forth in the Law. The party now in power opposed the passing of the Law very bitterly, and have, accordingly, scarcely dared to occupy themselves with the settlement; but not long since, having apparently come to the conclusion that the financial state of the country renders it incumbent on them to take steps to open the foreign exchanges to Spanish securities, they now find that the terms offered to the bondholders are insufficient to satisfy them. It is, therefore, doubtful whether or not a settlement will be arranged at all by the Narvaez Ministry which will content the creditors. My fears are that the measure being unpalatable to many in the Cortes, for different reasons, and that its effect being obviously to send money which can be ill spared out of the country, will fall through, or give place to a renewal of correspondence with the foreign claimants, and procrastination to a distant and more convenient season.

It can, therefore, be understood how provisional the character must be in Spain of all private financial undertakings. Credit is shaken although there is plenty of "credit" in one sense, and the deplorable

state of the provincial banks and of the public works force a kind of false credit into existence which is doing much harm. The condition of that class of undertaking is due to the prolonged monetary crisis, brought about chiefly by the exclusion of Spanish Securities from all foreign markets, and more directly by the banks having, by mismanagement, allowed their notes to fall to a considerable discount, which necessarily created a traffic in, and considerable exportation of, gold. The stagnation of general commerce, consequent on the scarcity of specie, and the fall in value of bank notes, still continues as it did last year. Money does not circulate. A Cadiz banker told me lately that he held numerous "bons," or obligations of the Government Treasuries, to pay at sight, and that their aggregate amount was a large sum, yet that no interest was allowed him on these papers. They were all refused payment "at present," no time was fixed for their payment, and he, being occasionally a Government contractor, did not like to offend the authorities by pressing them frequently for the money, long over due; whilst, on the other hand, the Treasury would not consent to receive these "bons" in payment or part payment of taxes and imposts receivable for the Government.

One is often tempted in Spain to ask the simple question, "What would be the wisest and most beneficial course for immediate adoption by the Finance Minister?" He cannot do without taxes and ready coin, and he will not risk his dismissal by introducing judicious reforms, and changes on a sounder system. My own conviction is, that there is only one course which might be pursued by the Ministry which could be rendered capable of producing immediate benefit. It is the settlement of the questions pending with the foreign creditors; which disputes at present positively exclude Spanish securities from the European exchanges. The result of Fould's loan has once more proved that Spain cannot by any means obtain money from abroad until that is done; and the last two years of inactivity in trading enterprise, together with the failures of credit companies and banks, which have brought the Spanish funds down to 33 per cent., and have rendered money so dear that it is ruinous to borrow of their own people, make any other course but the one indicated dangerous in the extreme.

The whole of the direct taxes for 1866-67 were collected in advance last September and December; six months taxes having been raised at each of these dates, and now it has all been spent.

It was expected that Fould would have been able to remit to Madrid the whole of the 3,000,000*l.* sterling which he undertook to obtain for the Government immediately, but the failure of his loan made that impossible. He has, even yet, only remitted a small fraction of his promised boon, and it was understood some months ago that he had written to the Finance Minister to state that, unless the foreign exchanges are opened, he will scarcely be able to comply with the terms of his contract. The Minister had counted on the immediate receipt of the whole, and this disappointment left the Treasury for the moment very nearly, if not quite empty.

The Government of Spain can, however, scarcely be carried on with only the indirect taxes until the commencement of the next financial year, and the Minister may probably be obliged to propose a forced loan of 4,000,000*l.* or 5,000,000*l.* sterling. This would tide over a pressing difficulty; but there is always much unpopularity in such measures; they press unequally, and grind the poor and the less rich. When the year's taxes were collected last September and December, there were very many people in the country districts who had to borrow the money at extravagantly high rates of interest, often at 20 and 25 per cent.,

and if a forced loan were (now or soon) decreed, a much larger number than before would have to do so. But this would, in many agricultural districts, produce bankruptcy and ruin, because, for years past the impossibility of raising money for agricultural wants (owing to the want of country banks, or a "credit-foncier," as in France) has been one of the acknowledged misfortunes of Spain; but nothing has been done to remedy it. Practical measures have been put off year after year, and now it is too late to save many agricultural towns and villages from general insolvency.

If this dreaded forced loan should be determined on, the result will be that many landowners and farmers will have their cattle and other property sold by the tax-gathers, and then the land will not be properly cultivated, and the people will starve. They are badly enough off when only the ordinary taxes have to be paid, and have rarely any savings to invest; but when a Government forces a people (who are already paying in the ordinary course one-fifth of the gross produce of the land to the tax-gatherer) to pay a full tenth of the value of produce—doubling the impost—when they can only borrow it at 25 per cent., the burden becomes too great to bear; and it must be remembered that the large majority of the people of Spain live more or less by the land.

It is very extraordinary, but true, that few persons in Spain understand and recognise what a calamity it is for the country to have their funds at about 33 per cent.; that is to say, to exist without real credit, or how generally injurious it is for all branches of industry to have to pay an exorbitant rate of interest for money.

I can, however, give a striking example of it, as it affects that most important source of wealth—railways. Within the last few years they have constructed 5,367 kilomètres; there are 806 more in construction, and 1,036 kilomètres conceded to the several existing railway companies which are not yet commenced, making in all 7,209 kilomètres, or about 4,505 English miles of single lines of railways.

If these lines had been properly and economically constructed, they ought certainly not to have cost, on the average, more than 14,000*l.* sterling per mile; and as the average amount of subvention granted by the State is 4,000*l.* sterling per mile, the cost to the railway companies, would have been at the rate of 10,000*l.* sterling per English mile, and thus the total expenditure by the companies 45,050,000*l.* sterling.

Now the produce of the working of the 4,753 kilomètres is shown by a recent official Government Statement to have been, during the year 1865, at the rate of 61,163 reals per kilomètre, or a fraction more than 1,000*l.* sterling per mile per annum, which is exactly 10 per cent. on the absolute outlay; and supposing the working expenses to have amounted to 50 per cent. of the gross produce (which is rather a high estimate, since they often do not exceed 40 per cent.), the net profit to the companies working the lines would have been, on an average, at the rate of 5 per cent. per annum on the whole of their capital, which would have been a very fair result considering that many of these railways have only just been completed, and that the traffic will, no doubt, increase (for some time at least) with every year, as it has been found to do in other countries.

But now let us see what has been the case in Spain just in consequence of the exclusion of Spanish securities from the London Stock Exchange and other markets, and the resulting extravagant rate of interest which the railway companies have been forced to pay for their capital. Besides the subventions from the State, amounting altogether to upwards of 18,000,000*l.* sterling, the capital of the 24 railway companies is represented by 1,979,716 shares of 20*l.* sterling each, which

which makes 39,594,320*l.*, and there have been already issued 3,136,631 Debentures of 10*l.* each, thus making 31,366,310*l.*, making in Shares and Debentures already issued 70,910,630 ; besides this sum it is estimated that a further amount will be required in order to complete the aforesaid 4,505 miles—of, say, 32,182,779*l.*, making the total estimated cost of 4,505 English miles 103,093,409*l.* sterling, or at the rate of 22,884*l.* sterling per mile.

The creation of this enormous mass of nominal capital has been rendered obligatory on the companies by the excessive rate of interest of money ; but it must not be supposed that anything nearly approaching that amount of cash has been really obtained, or been spent on the work. In fact, in very many cases, the shares have been only nominally issued by the companies in order to give them a legal right to issue debentures, for afterwards the shares would not sell at any price, although bearing interest at the rate of 6 per cent. per annum as long as the construction of the lines continued. As for the debentures, which, when issued at 10*l.*, or 250 francs, carry 6 per cent. interest and 1 per cent. of sinking fund, the highest price at which any of them are now quoted at Paris or Madrid is at this moment 180 francs, whilst the generality will fetch less than 150 francs, and some as little as 65 ; and it may be calculated that if the aforesaid 32,182,779*l.* which, as I have just stated, will be required for the lines still unfinished, were to be raised on debentures, these could not be issued at a higher price than 100 francs, which would raise the rate of interest to 17½ per cent. per annum.

In other words, it would require the issue of upwards of 80,000,000 of stock, bearing 7 per cent. per annum of interest and sinking fund, in order to raise the 32,182,779*l.*, which are required in order to complete the system of railways throughout the peninsula hitherto conceded.

It is to be comprehended that, under circumstances like these, the railways of Spain should be unable to give sufficient returns with which to pay any interest on the capital already invested in their construction ; for whilst 1,000*l.* per mile of gross produce has been shown to be sufficient to pay 5 per cent. interest on their real cost, it would require 2,288*l.* per mile per annum to pay the same amount of interest on the amount of nominal capital which has been issued by the companies, in order to raise the requisite sums with which to construct their works.

Accordingly, the practical result has been, that not only has the produce been almost invariably insufficient to allow of any interest being distributed amongst the shareholders, but that even the debenture holders have latterly been deprived of their guaranteed interest ; the returns showing that during the year 1865 the produce of the working of the lines was, on the whole, insufficient by upwards of 800,000*l.* sterling to pay 6 per cent. interest and 1 per cent. sinking fund on the total debenture capital.

Thus it is clear that unless Spain makes some extraordinary effort to re-establish her credit, and lower the price of money in this country, it will be utterly impossible for her to complete her system of railways ; and it is equally plain that since these disastrous results are due to circumstances beyond the control of the railway companies, most of which are French, the Government is bound to do something to aid these companies. Unless they are placed in a position to pay the interest on the debentures as it falls due, such a constantly accruing debt will accumulate as will ultimately crush them. The lines of railway will then be neglected from want of funds to keep them in repair, and the general Spanish public will eventually be as great sufferers as the poor French speculators who were duped into subscribing the money, and who seem to be in a fair way of losing it altogether.

This reduction to simple figures, of the causes of the present state of extraordinary depression in the railway interest in Spain, is but an example of what is happening throughout the country with regard to all other interests. There is no kind of industry or commerce, no trade or manufactures, which can flourish with money at 15 or 20 per cent., since they cannot be expected to give that amount of profit; and, so long as purchasing in the Spanish funds will produce 9 or 10 per cent. interest, it is almost impossible to expect anybody to invest their money in railways or other public works, or indeed in any of the ordinary ways in which wealth is produced, which involve a certain amount of adventure. The Madrid Government may therefore rest assured that the present stagnation will continue, and things go from bad to worse, until they have the common sense to direct their attention to the cheapening of money, and the raising the price of their public funds; and the belief is indeed spreading, that if the measure, before alluded to, of requiring a forced loan should be carried out (I trust it may not), it will be the occasion of a revolution more serious than Spain has seen for half a century.

The O'Donnell Ministry last year passed a Bill through the Cortes, authorizing a strict investigation into the financial "system and condition of Spain," besides the settlement (as aforesaid) of the "Passives" and "Certificates," so as to open foreign exchanges. These measures would be in the right direction, but they would, however, be a very insufficient remedy for the present financial difficulties of Spain, unless accompanied or followed by many others of a different nature. This would no doubt be succeeded by a loan on moderate terms, which would enable the administration of the country to be carried on without difficulty for some time longer; but after that it would be absolutely necessary that a stimulus should be given to the general industry of Spain (not limited to that of Catalonia by itself), and to the external trade of the whole country, by such liberal measures as would not only extricate the railway interest from its present broken and injured condition, but insure also a reasonable amount of free commerce being carried on with foreign countries. The railways will facilitate the home productions being economically conducted to the outports for exportation, but this would be of comparatively small benefit unless in exchange the produce of Europe could be imported. A thorough reform of the exorbitant and injurious tariff—disadvantageous, above all, to the Spaniards of Andalusia—is one of the first measures to which their energies should be directed.

Before concluding these remarks on Spanish finance and railways, I may briefly illustrate the temptation to great mismanagement which the present financial condition of Spain holds out to the directors of railway companies, by citing two examples.

The most important lines of railway yet remaining to be constructed in Spain are those from Leon to Corunna, and from Leon to Gijon (the Gallician-Asturian lines). The present state of their capital account is a curious elucidation of the impossibility of the proposed railway system in Spain being completed whilst money remains at anything like its present price. These railways belong to one company, and go by the name of "Ferro-Carriles de Palencia à la Coruña, y Leon a Gijon." They are in the hands of the Madrid bankers, Miranda and Sons. The capital authorized by their statutes is composed of—

		£		Of this they have already spent £
Shares	..	3,940,011	..	857,213
Subvention	..	4,090,000	..	308,241
7 per Cent. Debentures	..	8,030,011	..	697,460
Total	..	16,060,022	..	1,862,914

They estimate that they will still require 14,414,276*l.* sterling in order to finish their works. There are now open to traffic 123 kilometres, in construction 157 kilometres, not yet begun 452 kilometres, making a total of 732 kilometres.

Supposing the remainder of their 20*l.* shares to be issued at 4*l.* each, and the debentures at, say, 6*l.* each (both of which are high figures as compared to present and recent prices), then the remaining 98,500 shares would realize 394,000*l.*, and the remaining 704,699 debentures would realize 4,228,194*l.*, making a total of 4,622,194*l.*; add to this the remaining subvention, 3,392,539*l.*: the Company has thus the means of raising 8,014,733*l.* But, as stated above, the total amount required to complete the works is 14,414,276*l.*, thus the deficiency on the sum necessary is 6,399,543*l.* Now their only possible means of raising the said deficiency (6,399,543*l.*, not a small sum by any means) which is wanting, would be by means of a loan, costing them at the rate of at least 15 per cent. per annum; and thus, in order to pay interest on their capital after the lines are opened to traffic, they would require that the produce should be sufficient to pay per annum as follows:—

	£
1st. 15 per cent. interest on loan of 6,399,543 <i>l.</i> or	959,930
2nd. 6 per cent. and 1 per cent. sinking fund on 8,030,011 <i>l.</i> of Debentures	562,100
3rd. 6 per cent. on nominal value of shares	236,400
Total interest per annum	1,758,430

But as the nett produce of a railway is only about 50 per cent. of the gross produce, it would require that the traffic should amount to double that, or, viz., to 3,516,860*l.* sterling per annum. And again, as the company would be obliged to pay interest, during the construction of the railway, on their capital, and as the works will probably last yet, for completion, ten full years, they would probably find themselves obliged to add that interest to their capital at the rate of 15 per cent. per annum, or even more, on all sums expended; so that by that means they would again double their capital, and thus require even double the aforesaid 3,516,860*l.* per annum, in order really to pay legitimate interest after the railways were completed.

But such sanguine speculations appear to me unwise. Let us regard the case closely. There were 123 kilometres open in 1865, from Palencia to Leon, and they produced altogether 41,139*l.* sterling, or at the rate of 334*l.* per kilometre per annum, or 534*l.* per English mile; whilst the aforesaid 3,516,860*l.* per annum of produce, absolutely required, is at the rate of 7,687*l.* per annum per mile, on the whole 457½ miles, or nearly 15 times as much as the railway has been hitherto producing between Leon and Palencia, and nearly 8 times as much as the average of all the railways in Spain; and yet all the professional accountants who advise

the Ministers have hitherto neglected to urge a practical view of their real position on those interested in the railways in question.

These two lines are proposed to be constructed with costly viaducts of great height and in great numbers, whilst, if my information be correct, nearly 20 miles of tunnels are to be bored. I disapprove of these gigantic proposals altogether. There is not population in Spain to justify the spending so much, at present, on such undertakings. The system of railway construction, by other and cheaper modes, ought to be considered; and, instead of winding through among the rugged mountains, many thousands of feet above the sea-level, with gradients such as are adopted in the plains of Andalusia, and with a constant succession of expensive viaducts and tunnels, the constructors should follow the example, as far as they can, of the Mont Cenis summit pass line (where Fell is placing his gradients), and slip down with few curves from the pass of Pajares (for example) to the level of the valleys. Some changes of this nature in their plans would save them many millions sterling, which will literally be thrown away if the present intentions be not abandoned, as regards these important lines. Magnificent viaducts will be commenced miles away, out of sight and far up amongst the rocks and mountains, and they will never be completed for want of funds.

The case of the Seville and Cadiz Railway is of another kind altogether. The original shares were nearly all appropriated in some way by the early concessionaires (French, I believe) and their associates. The Spaniards then interested reaped little or no benefit. Much blame was attached to the management and the first directors. The debenture capital, with which the Cadiz line was built, originally amounted to nearly 10,000*l.* sterling per kilomètre, or 16,000*l.* per mile; but M. Guilhaud took the concession of a railway from Seville to Merida, selling it to the Seville and Cadiz Railway Company, of which he was managing director. That company then passed a contract with the Credit en Espagne Banking Company, of which M. Guilhaud happened (curiously) to be also the sole managing director, for the construction of the Merida Railway; and, in order to facilitate the construction, gave over 2,800,000*l.* sterling, the amount of the contract, to the contractors before the work was commenced, and this was done in the shape of shares and debentures. Shortly afterwards, however, the Credit en Espagne Company, the contractors, failed; and then it was found that between the time of making that contract and the day of their failure, they had disposed of the whole of the 2,800,000*l.* which they had received on account of the future construction of the Merida line; and thus that railway remains unfinished, or rather uncommenced. The concession has been forfeited, and the Seville and Cadiz Railway Company (which, even before this disaster, had a most enormous nominal capital) is now saddled with share capital to the amount of 2,660,000*l.* sterling, and debentures 2,900,000*l.*, thus making a total capital, besides subvention, of 5,560,000*l.* sterling; or at the rate of 34,750*l.* per kilomètre, or 55,600*l.* sterling per mile!

This company would, therefore, require an annual gross produce of 7,784*l.* per English mile in order to pay 7 per cent. on its present capital; but their returns, in 1865, were only at the rate of 1,748*l.* per English mile!

The only remedy for this company's line (which passes through Jères and Port St. Mary, and is therefore much used for dispatching wine for England) is a formal judicial liquidation and sale. It is said, at Cadiz, that the present proprietary and others interested would be thus got rid of, to the advantage of the public; and I have heard that the Utrera and Moron line might be induced, perhaps, to purchase the railway for

a reasonable sum. I have had occasion, in a previous Report, to remark favourably on the Utrera-Moron line, which is well constructed by an English company.

The foregoing remarks on the finances and railway companies of Spain have been rather longer than I at first proposed. They are offered with a view to induce, in England, caution and prudence regarding purchases of Government debts and railways in Spain, so long as the foreign markets are held shut against Spanish securities. The Finance Minister at Madrid is said to be doing his best to restore regularity and punctuality; but we in England must bear in mind, that though an increase of taxes and imposts throughout the Peninsula, accompanied by stricter economy and frugality in expenditure, with diminution of the number of employes, may provisionally produce a less unfavourable budget, they will not open the doors of the London, Frankfort, and Paris Stock Exchanges for general investments in Spain. They are expedients of a temporary character. The Morocco and San Domingo wars have been much more costly than they needed to be, and the Chili-Peru War is not yet over. The best friends of Spain grieve over the effects, to her, of a policy which thoughtlessly demanded such uncalled-for armaments, such prodigal expenditure of blood and treasure, such fruitless enterprises, and such empty renown—a policy which has brought to her so much debt, and so little else.

SHIPPING AT CADIZ.

During 1866, the number of foreign merchant vessels entering Cadiz harbour was 865, against 882 in 1865, and 1,079 in 1864. Of these 865, there were 412 British, representing a tonnage of 112,779 tons. The falling off in English shipping, in 1865 and 1866, is attributed to the Spanish quarantine regulations, which continue severe and arbitrary. The complaints which have reached me on this matter bear principally on two points:—First, the disadvantage to all vessels, especially sailing craft, that there should be only two lazarettos in Spain (Vigo, and Port Mahon in Minorca), from either of which lazarettos Cadiz is the port most distant; and, secondly, that the quarantine regulations should entail heavy expenses, a considerable portion of which goes to the Spanish Treasury, thus making quarantine a source of revenue. Some instances of peculiar hardship occurred in Cadiz last winter and spring, showing the necessity, as I indicated in my last year's Report, of an international understanding or convention which would overrule local legislation. I may instance the following:—In the small town of Port Glasgow (3 miles from Greenock, and about 18 miles from Glasgow) there occurred, in December or January last, four solitary cases of severe cholera, of which two were fatal. The disease did not spread, and could never be called "prevalent," therefore steamers leaving Glasgow continued to receive clean bills of health, which were of course countersigned by foreign Consuls there; and up to the end of March last, steamers coming from Glasgow to Cadiz entered with the usual quarantine of three days' "observation" in Cadiz Bay. About this time the Spanish Consul in Glasgow, having probably not much to write about, reported the former Port Glasgow cases to Madrid, whence severe orders of quarantine were at once issued against Port Glasgow. In the meantime the steamer "General Lee" had, about a fortnight before this news reached Madrid, left Glasgow and the Clyde for Oporto and Cadiz, with a perfectly clean bill of health, verified by the Spanish Consul. She hove-to at the "tail of the bank" off Greenock during a fog, but had no communication with Greenock or Port Glasgow. In fact, she was precisely in the same position as all the vessels which had left Glasgow during January, February,

and March, for Cadiz, and which had been all merely placed in three days' "observation" in Cadiz Bay previous to receiving pratique; and nothing had occurred in Glasgow, Greenock, or Port Glasgow to alter the rule—the four solitary cases of cholera, stated as having occurred at the last-mentioned town, not having been succeeded by others. The "General Lee" reached Oporto, obtained immediate pratique there, remained eight or ten days discharging and receiving cargo, and sailed thence with passengers for Cadiz, some of whom were British subjects, after having received a second clean bill of health from the Portuguese authorities. Thus fortified with two clean bills of health, and with all on board well, she reached Cadiz, expecting, as might have been naturally looked for, that even the usual three days' "observation" in the bay would not, under the circumstances, have been exacted.

But the Port Glasgow cases of cholera (four months old) had been by this time telegraphed to Madrid by the diligent official in Glasgow; the mandate had gone forth, and the unfortunate "General Lee," with healthy crew and healthy passengers, from Oporto, was peremptorily ordered away from Cadiz, with her two clean bills of health, and was commanded to proceed, during very bad weather, to the Lazaretto of Vigo, and there be subjected to 10 days' severe quarantine and "fumigation"; and all this, because the Captain had hoisted the vessel to off Greenock, three miles from Port Glasgow, and although he had no communication of any kind with either of these towns. Applications were made, and explanations offered, to no avail; the law was severe, and not to be changed, and the "General Lee" had to elect between obeying it or being sunk. To the great annoyance and inconvenience and expense of the owners and passengers, the vessel was forced to go away.

Such instances of the action of present Spanish regulations on quarantine require no comment. In France, England, or America, the public opinion would oppose such unconditional rules, and they would undergo alteration and modification. But it is to be remarked (in explanation) that it is not so in Spain. Public opinion is in favour of very strict quarantine, especially against cholera or yellow fever; and the authorities are confirmed and strengthened by the public press in carrying out the health laws (*Ley de Sanidad*) in all their rigour. Indeed, it may be asserted that if any disease appeared in Spain in consequence of, or immediately subsequent to, a relaxation of the "quarantine," the officials would be hardly dealt with by public opinion, and would probably suffer wrong. There has been, happily, no cholera in Spain for more than a year; and this has been attributed in the country solely to the severity and strictness of the Spanish "*Ley de Sanidad*" against vessels arriving from the out-ports from all foreign countries. But passengers and their baggage, coming by land into Spain, have not as yet been submitted to quarantine—a curious inconsistency. Two men may leave London for Cadiz on the same day, one by sea direct, and one *viâ* Paris; the latter reaches Cadiz on the fourth day by railway, and is admitted to free pratique, although cholera may be raging in England; the other traveller arrives in about seven or eight days in one of the steamers from London, and is at once quarantined.

All this inconvenience and expense induces shipowners to avoid Spanish ports during the times that quarantines are strictly enforced, if they can find equivalent cargoes and freights elsewhere. If a sailing vessel arrive at Cadiz, and is ordered off to quarantine at Vigo before being allowed to discharge her cargo, she loses certainly from four to six weeks of her time. With a northerly wind, it may take two weeks or more to beat up the 480 miles; then a fortnight is wasted at the Laza-

retto, and then more time is consumed in the return voyage southward; and, if the cargo be perishable, it is spoiled. In all cases of doubt, I strongly advise shipowners in England, before despatching vessels to Spain, to telegraph to their agents and ascertain the quarantine regulation for the time being which may happen to have force in the destined port. They often vary, and prompt notice is not given to the foreign Consulates by the Health Boards of their alterations. I conclude this notice on shipping and quarantine at Cadiz by giving two instances of its action. On the 23rd July, 1866, I wrote to Sir John Crampton as follows, "I venture to ask the favour of your attention to the following case of 'quarantine' here. The British vessel "Anne Brooks," of Bideford, arrived lately from England at Huelva (a rising seaport in this Consular district), with a clean bill of health. She was there quarantined for five days, when she obtained full pratique, discharged her cargo, had frequent intercourse every day for more than a week with the town, where the crew landed as customary, and then took in ballast and came on here for the purpose of loading salt for North America. On arriving here on the 19th (from Huelva direct), she was ordered to perform other three days quarantine, which was submitted to by my advice for the sake of peace. These three days were fulfilled this morning. However, during the forenoon of to-day the Board of Health, acting under orders from Madrid, have sent her off peremptorily to Vigo to perform foul-lazaretto quarantine of 10 days, whilst Huelva continues in free pratique here."

The other instance is that of two English steamers, the "London" and the "Gibraltar," as contrasted the one with the other. The "Gibraltar" left London for Cadiz on the 4th July, 1866, and the "London" a few days afterwards (I think on the 12th July) left London also, and went first to Gibraltar direct, where she performed 10 days' quarantine, and then came on to Cadiz, where she was admitted at once to pratique, and discharged and took in cargo. But the steamer "Gibraltar," on leaving London, went first to Vigo, and there performed full quarantine, then came here and discharged, and had free pratique, then went to Gibraltar for cargo, and returned here to fill up (on the morning after the "London" came); and, in spite of the action in the case of the "London," which certainly formed a plain precedent, in spite also of having quarantined in their own lazaretto at Vigo, the steamer "Gibraltar" was again ordered away from Cadiz to return to Vigo, and again perform quarantine before she could be admitted to Cadiz; although the steamer "London" had only quarantined in Gibraltar, and had not been to Vigo at all. These steamers belong to the same company in England, so there could be no accusation of partiality. But the English newspapers made many remarks on the case, as showing a curious state of quarantine regulation in Andalusia, which permitted such unaccountable decisions.

The following Table shows the number and nationality of vessels which entered Cadiz in 1866:

	Number.
English	412
French	154
Swedish and Norwegian	56
Italian	54
Dutch	47
Russian	42
Portuguese	20
American	12
Prussian	8
Austrian	1

WINE EXPORT FROM CADIZ.

The vineyards near Jéres and Port St. Mary's have been infested during this spring with an insect called the "Pulgon," which has (so I hear from a friend at Jéres) done considerable damage in the district. He goes on to say, "but it is premature to assert at present what effect this will have upon the vintage of 1867. The shipping lists show great activity in exportation; but as, on the one hand, absolute reliance cannot be placed upon the figures, there being no check upon a shipper's clearances, so, on the other hand, is the quantity shipped but a very poor guide to the value of the wine exported. It is supposed that an immense proportion of recent shipments are of low wines. Recent exportation has been large, for various reasons, but now we may anticipate a quiet summer, the English market being well supplied. As far as we can at present judge, the vintage of 1866 was not a first-class one. It was very unequal. I have seen several parcels of extraordinarily fine 'must,' but the majority have been of 'doubtful,' and not of fine, quality."

The nominal export of sherry wine from Jéres and Port St. Mary's, during 1866, amounted to 61,259 butts (against 50,458 in 1865, and 69,041 in 1864). I do not attach exact credit to these figures, which are made up by the shippers or their agents. They are generally in excess of the real quantity, from a mistaken vanity of some of the wine merchants, who wish to appear as larger shippers than they really are; but it may be safely asserted that approximately 60,000 butts have passed Port St. Mary's for export in 1866 (made there and at Jéres); and the Cadiz Custom-house returns confirm this, though these local export lists are sometimes not to be depended on. From Aguàdo of Cadiz, San Lucen, and Moguèr, we may reckon, during 1866, that the export amounted to about 5,000 butts, chiefly of low wines. It will be difficult to place an average value on the 60,000 butts Jéres and Port St. Mary's sherry; but, from all I hear, the general opinion is, that the wine exported in 1866 was principally not of a high class. Suppose 30% per butt be assumed as the average, then Jéres and Port St. Mary's have sold a value of 1,800,000*l.*; add to this an average value of, say, 17*l.* sterling per butt for the other 5,000 butts from Aguàdo, San Lucen, and Moguèr, 85,000*l.*; total value of export of sherry from Cadiz, in 1866, 1,885,000*l.* sterling. A large amount from so limited a district. It is a pity that the value is not paid for by imports under a liberal tariff.

I beg leave to refer to my Consular Reports of the last two years for some details of the sherry wine trade in Spain. The principal markets continue to be Great Britain and Russia; the demand for good sherry in the latter country is increasing each year.

My attention was called last year, by an Irish wine-merchant, to the fact that, in some places (he said, "especially Dublin and Leith"), an erroneous impression prevailed that the wines of Port St. Mary's are inferior to those of Jéres, and are produced in an inferior soil. One wine-merchant in Dublin had declared to him that "Jéres was on the other side of Cadiz Bay from Port St. Mary's." It may here be explained that from there being more population, and more cellars, and a larger quantity of sherry made up at Jéres, it is probable that more wine of a high class is produced there. But the vineyards adjoin; and many of them are equidistant from Jéres and Port St. Mary's, whilst the wine-merchants purchase "must" at either place (as is most convenient for them), and also at the more distant vineyards and farms.

It used to be said that the Jéres wine (from some peculiarity of manufacture and manipulation) was "stouter" than that made at Port St.

Mary's; but I am inclined to think that now such is not the case. From local circumstances, nearness to shipping, &c., the wine-merchants of Port St. Mary's have their labour, house-rent, and freight, on rather more advantageous terms than those at Jéres, and, *ceteris paribus*, could sell a better class of wine at a given price than the Jéres merchant, and all Jéres wine passes Port St. Mary's for export, and has rather farther to travel. But the "prejudice at Dublin and Leith," which the Irish wine-merchant alluded to, is not founded on fact. The very finest sherries which are sent to London are made up at Jéres and Port St. Mary's indiscriminately. A wine-merchant in England, who will only purchase his sherry from a Jéres shipper, limits his selection, and diminishes his extent of "vineyard."

MINING IN ANDALUSIA.

The district of Huelva, about 60 miles distant from Cadiz Bay, will, ere long, produce an enormous export of minerals. During 1866, about 170 vessels carried away ores from Huelva. Of these—Manganese, 25,292 tons; copper ore (so called), 7,031 tons; and copper (rough), 1,298 tons; besides a large amount of iron and copper pyrites, and thus of sulphur.

English capitalists are now taking interest in the Huelva minerals, and large works are already commenced, with railways from the port to the mining districts, one of them 25 miles long, more or less. On this head it may be here remarked, that the total amount of Chilian copper ore and "regulus" imported into England in 1866 was 84,269 tons; but it was of a very much richer description than the Huelva ore, and is estimated to have produced the large return of 36,114 tons of pure copper. During the year 1863, Spain raised 245,637 tons of copper ore, probably containing 50 per cent. of sulphur, and about 7,370 tons of pure copper; but the amount of copper extracted on the spot did not probably exceed 4,000 tons. This ore is worth from 3*l.* 10*s.* to 4*l.* sterling per ton on the average, by the time it reaches England, so that the whole question, with regard to the advantage of working the Huelva mines for the exportation of ore to England, turns on the cost of carrying it there. In some parts, the ore, in large quantities, is so near the surface, that it is rather quarried than mined. The expense of quarrying varies between 4*s.* and 6*s.* per ton. The ore is sometimes in masses of from 15 to 50 (or even 100) yards in thickness, and extending many hundreds, sometimes thousands, of yards on the course of the lode, with an almost indefinite depth. The freight from Huelva to England is about 1*l.* per ton, more or less; and when the ore can be cheaply conveyed to the port of Huelva, there is a large margin left for profit. At present the means of conveying the ore from the mines to the port are very imperfect and costly—by mules and donkeys. The railway will lead ore to Huelva from Tharsis, and from the Buitron section of mines. The iron and copper pyrites will be chiefly exported for the sulphur it contains, much of which Spanish produce has, for many years, superseded the Mediterranean sulphur among the English and Scotch chemical works. There is, of course, a small proportion of iron in the pyrites, and sometimes two or three per cent. of copper. I believe that considerable attention will be attracted to the Huelva mining districts, and those to the north-east of Huelva, when they are better known to English capitalists. The skilled miners should be brought from England, Belgium, or Germany; but the peasants in these mineral districts are by no means bad labourers, only there are

few of them. As I have before remarked, Spain is only half-peopled and half-cultivated. This is (*par parenthèse*) rather a painful subject for those who wish her prosperity, because the truth is that Spain is not a healthy country; the table-land is too dry, and the valleys abound with malaria; nor are the Spaniards, in general, a long-lived race. Towns on the sea-board, like Vigo, Cadiz, Barcelona, are less exposed to fevers; but, nevertheless, in autumn and winter, the climate has many disadvantages, especially during the prevalence of east winds.

To return to the mines. By far the most abundant and most valuable mines are those of the Rio Tinto (producing copper), belonging to the Spanish Government. They raise from 80,000 to 90,000 tons of ore per annum, and by skilful administration might quadruple their produce. By the very imperfect means there adopted for extracting the copper they obtain less than 2 per cent. from the ore (in 1865 only $1\frac{5}{100}$ per cent.), and all the sulphur and iron contained is wasted, although the sulphur which is extracted in England is alone worth 2*l.* sterling to every ton of ore; and the same ore which produces less than 2 per cent. of copper at Rio Tinto gives double that amount when extracted by the improved processes adopted in England.

I should be glad to see the Rio Tinto mines leased to some carefully managed English company, merely to obviate the waste of value at present, and for the sake of the exports of Spain, which would be increased and enriched by better administration of the mining wealth. The Government mining establishment has now the exclusive right to all copper ores within a distance of 4,000 yards from the mine in operation and in an area of more than 35 millions of square mètres, and owns about 8,000 acres of land, on which grow about a million of pine trees. The mines have been worked in all ages since the time of the Phœnicians and Carthaginians. The whole district abounds with debris, ashes, and "scoria," left from the ancient workings; but these are as often found to be from the argentiferous lead mines as from the copper mines. Not far from Rio Tinto is an elevation still called "Solomon's Hill," from which it is alleged that the silver was obtained for the Temple at Jerusalem.

The copper is extracted on the spot by first roasting the ore (after breaking it small) in ovens, with brushwood and charcoal as fuel. After the fire has been burning for about 10 days, a large amount of sulphur has collected at the top of the mass, which is then cleared off, and the ore continues in the oven until the fire burns itself out. It is then conveyed to tanks, and water is allowed to pour over the roasted ore for several days, in order to dissolve the sulphates. This water runs off into other tanks, and is allowed to settle, and then, subsequently, when thoroughly impregnated with copper, is conveyed to another set of tanks, each containing about 10 tons of cast-iron, upon which the copper is precipitated after from two to five days, and forms a deposit of copper which is called "cascarilla," and in which shape it is sold, although it is also (and perhaps more often) further refined in another furnace before being sent to market. Nearly double as much iron is consumed in the process as the copper produced, and this makes the present system very expensive. There is also an extravagant consumption of wood and charcoal, both of which are very costly.

The Tharsis mines are the next (in present importance) to those of Rio Tinto; in fact, last year there was quite as much ore raised there as at the Government mines. Were tramroads or railways laid down, and some foreign capital introduced (either by concessions or leases of these rich mining districts), more value of export would be obtained for Spain.

Query. Might not German miners be induced to come in large numbers to these Huelva works? There is, I am sure, more to be made of the Huelva district, as a grand field for mining operations, than of any other at the same distance from London, which a steamer can reach from the Spanish port in five or six days. The mineral wealth of these districts may well be termed (as they are by the Spaniards) "almost inexhaustible."

I subjoin, in the Appendix, an official Spanish Statement of the workings of the Rio Tinto mines in 1864-65 (see Table No. 1). This document has reached me through a friend. I also subjoin, but merely as an elucidation, a Table which gives some interesting mining details for the four years 1860 to 1863. (See Table No. 2.) The latter statistics I have not yet obtained.

EXPORT OF FRUIT, &c.

The commerce in olives, oranges, and raisins is a very productive trade in Andalusia, and is chiefly accomplished at Seville and Malaga (Granada.) There is also at Seville a large export of liquorice. During the last 10 years many additional acres between Cadiz and Seville have been planted with olives, and it is supposed by competent judges that the export of the fruits I mention is slowly augmenting in the valley of the Guadalquivir. The principal export of raisins is from Malaga; but cargoes come thence to Cadiz in small craft for transhipment into sea-going ships. I think that if the rural population in Andalusia increases even in a small degree, the cultivation of the olive and orange will very greatly augment. But the want of population keeps Andalusia sadly back. There is no "elasticity" in the nature of her commerce in fruits of the soil, and wide districts, which might be planted with luxuriant orchards, lie fallow because there are no hands to dig and plant. A liberal tariff would induce much greater energy and activity throughout the south of Spain: it will come in time, and nothing can take from Andalusia her power of producing excellent and valuable wines, in any quantity demanded, with large crops of olives, oranges, and other fruits, esteemed in foreign countries, and lucrative as exports, especially now that so many steamers are used; and her rich mines of copper, iron, sulphur, lead, and coal, awaiting only capital and skill (with a few thousand more workmen) to produce great results, and give back vast profits. But the present tariff chokes commerce, and does not produce nearly what it ought from the consequent universality of contraband importations, and from the corruptibility (consequent also on the tariff) of the Custom-house officials. It is a very curious system that of the Spanish *Douane*. At all the large seaports, such as Barcelona, Cadiz, &c., there is a *chef*, or "administrador," who is the head of the establishment and "caballero" in rank at least). One would think that this official would be obliged by his position and duties to exercise a strict surveillance over his next inferior officer, who, in his turn, would look sharp after his subalterns, and they after the lower grades of *douaniers*. This would seem to be the natural and proper routine. But, "Cosas de España," the Spanish "administrador" is watched, and spied, and checked by a "contador" (the next officer under him), who is jealously regarded by those immediately below him, and they, in their dealings with merchants and merchandize, are watched with lynx eyes by the lower clerks in the Custom-houses, each of whom is under the espionage and observation of the common herd of "carabineros," every one of whom can be at any moment bribed and rendered blind by a couple of pesetas or francs.

And thus it is the Customs revenue of Spain does not amount to what it ought under the present protective and prohibitive tariff.

THE FREE TRADE PARTY IN SPAIN.

There was, late last year, a Committee named at Madrid to inquire into the expediency of lowering the duties on cotton goods and other exports. All kinds of stories were told of this Committee—of what they really thought, and of what they actually said; but the end of it was, for the moment, that the Protectionist party in Catalonia succeeded in throwing cold water on the intentions of the Committee, if such intentions were ever sincerely liberal, and in putting off the main question; but the Report of the evidence was well drawn up, and, to those interested in the welfare of the future of Spain, it will afford much congenial information. The manly and excellent evidence of Senor San Roma is beyond all praise. He has had to contest his opponents' fallacious arguments for years; and, notwithstanding this, he has touched on the great question of free trade with constant good temper, with much cleverness, and with the most honourable expressions of patriotism. I consider Senor San Roma's evidence on the Spanish question of free trade, as it affects Spain, a most valuable addition to the European evidence, and the great general testimony against the disadvantage of restrictive tariffs, the evils to the majority of an injudicious system of protection, and the benefits of free intercourse among nations. Senor San Roma clearly shows that the lowering the Spanish tariff would be no "homage to English manufacturers," no injury to Spain, no lasting disadvantage to Barcelona; and he exhibits, by statistics and figures, the reasons for his confidence in liberal measures as regards his country's commerce and industry. He argues that, in respect of the whole of Spain, and not having regard to a corner of the country, the present protection bestowed by the Madrid Government upon the cotton manufacturers is disadvantageous, and productive of injury. No stimulus is given to improvement in quality of goods made, prices remain inequitably high, the poor are debarred from comfortable clothing, and, from many circumstances, the revenue of the country has little real augmentation thereby; for were import duties lowered, an immensely increased importation would far more than compensate for the absence of protective imposts. Employment for factory workers would, in a very short time, be found in other labours; and an elasticity would ensue in commerce and industry which a free and enlarged foreign trade can alone give to Spain. The cotton manufacturers of Catalonia are, as Senor San Roma proves, entirely and absolutely dependent for their "living" on the protection afforded them, which is injurious to all Spaniards not immediately engaged in "Barcelona fabrics."

Thus the quality and the prices of the goods made are a reflection upon those making and selling them, whilst the "contributions" to the revenue of the country, by the "industry" of Catalonia, is miserably small; and shows how puny, sickly, and feeble the "protected manufacture" must be. It seems also that one effect of Spanish protection is to keep back improvement in engines and machines for "industry." There are altogether 21,299 looms in Spain now at work, of which number only about 900 are steam looms; the rest are the old-fashioned and elsewhere obsolete hand looms.

Senor San Roma successfully contests a frequent assertion of Protectionists, that such and such a town or village has become large and rich by its protected manufactures; and he shows distinctly that in

general, if such event take place, it is at the expense of some other town or village or district, and not without equivalent disadvantage.

The moderation and loyalty, accompanied by a straightforward honest desire to do good, which pervades the lengthened evidence of Senor San Roma, are very admirable; and the more so from the difficulties which he has had, and still has, to encounter. I commend his advice to all who wish more prosperous days for Spain. Throughout the province of Andalusia the principles of free trade are held by many, but they are rather theoretically than practically the creed of the majority. Nothing energetic is done to bring about a favourable alteration, though the effect to Cadiz and Seville would be wonderful. They are the towns in Spain which at once would feel the benefit of a lower tariff, but the spirit of procrastination opposes all attempt at association among the mercantile classes for the general good, and things remain as they are.

COMMERCE THROUGHOUT SPAIN, ESPECIALLY IN ANDALUSIA, MUCH AFFECTED BY STATE OF POLITICAL AFFAIRS.

The uncertainty and nervousness produced by political events in Madrid create distrust in the outports. People do not know to-day what they may be forced to recognise as law to-morrow. They will neither sell nor buy as they would under more settled rule. The wealthy hoard their money, and the poor are ill off from its not circulating. Transactions in commerce are limited to what can be accomplished without credit and at very short dates; and foreign trade is often stagnant in Spain because merchants cannot afford to be devoid of money, should any serious political event or change take place.

There seems always a drawn sword hanging over the country, which every one is expecting to fall from one moment to another, either in the form of a new inroad from Prim, or a return of O'Donnell and the liberals to power, or a change to an even more "neo-católico" rule than that of Narvaez, whom the Progresistas abhor, or a rebellious anti-dynastic movement forced on by the democrats. Some one of these changes of scene is sure to be enacted, and to be accompanied by bloodshed; for though the wires are pulled by only a few designing adventurers, who take good care of themselves, the soldiers are generally the chief actors; and firing on unarmed crowds of men and women in the streets of Barcelona and Madrid is the usual and recognised portion of the performance allotted to them.

The worst of these changes of "drama" seems to be the inevitable recurrence of useless bloodshed, demoralising and cruel. Spain, in her present half-populated condition, can ill spare the loss of a single life; but the long uncertainty which precedes the raising of the political curtain, which uncertainty returns the moment that curtain falls, is fatal to the steady material progress of Spain. Distrust and doubt retard foreign intercourse with the seaports and larger towns; and, notwithstanding the protective laws, have also the certain effect, from time to time, of paralysing industry whilst these fierce troubles rage. This routine of revolution and bloodshed has been recurring, under different political *môts d'ordre*, more or less frequently for nearly fifty years. I think the Spaniards like it. It has the charm of glorious uncertainty, and is a lottery on a great scale. To a people fond of gambling, who take no interest whatever in anything that happens out of Spain, it is a source of entertainment not unnatural—a sort of stimulation and occupation of mind for those who hope to gain or fear to lose. To the Spanish "million" the necessarily accompanying bloodshed does not make the play the less fascinating; to them, when they see it or hear of

it, a reality of excitement is created. It now appears to me certain, that if the Spaniards did not really like the periodical recurrence of these sanguinary political storms, they would long ago have put a decided stop to them by united and national action.

In a Commercial Report from a Consulate in a provincial outpost, these topics must only be touched on incidentally, and as they affect, financially or economically, the state of the country ; but I may here say, that however right the French newspapers may be in their recent repeated assertions that the anti-dynastic movement in Spain is fast gaining ground in Madrid, Arragon, Catalonia, and Valencia, that movement possesses at present no activity in Andalusia. Any feeling of disloyalty which may exist towards the reigning dynasty here must be of a very negative and passive character ; it is torpid, and not placed *en évidence*. Queen Isabella has seldom visited the south of Spain, but whenever she has done so, Her Majesty has been well received and cordially welcomed. She is considered, first of all, a most devoted Spaniard, "my Española !" which virtue is esteemed by the majority of Andalusians, as greater than all others. At Seville and at San-Lucar, the Duke and Duchess of Montpensier (sister of the Queen) enjoy the greatest respect, and are personally popular—very deservedly so ; for their presence at Seville is an advantage in every way to the place and the neighbourhood, and is appreciated as such. We cannot be too thankful that Andalusia is happily the district of Spain hitherto least affected by the party politics of Madrid ; which circumstance is peculiarly fortunate for the extensive and important English interests existing throughout this district connected with the wine and fruit trades and with the increasing mining enterprises ; fortunate also for the large and respectable body of British subjects residing in the province and conducting these prosperous investments.

In concluding my Report, I have thankfully to acknowledge my indebtedness, both now and on former occasions, to several official Spanish friends for much useful intelligence obtained for me respecting shipping and quarantine, wine exportation from Cadiz, &c. ; but I am especially obliged to Mr. Owen Ross for his kind aid in procuring for me statistics affording information on many topics of this paper. No one is more conversant with Spanish affairs than is Mr. Ross, and no one more capable of forming just views regarding Spain and her prospects.

PS.—Since writing the foregoing, and just as I was sending it off to the Foreign Office, Señor Barzanallana has published his Financial Report ; I have therefore kept this paper back for a few days, and beg to add, as a postscript, some remarks on the proposed scheme.

OBSERVATIONS ON THE SPANISH BUDGET FOR 1867-68.

The budget for the financial year 1867-8 was presented to the Cortes on the 9th May, by the Finance Minister. It is accompanied by an elaborate report on the general financial state of Spain. This report will be best understood by dividing it under the following heads :—

1. Definitive revenue collected and expenditure incurred during the three years 1864 to 1866.
2. Actual state of the floating debt of the Treasury.
3. Statement of the receipts and expenditure, classed under the head of "Extraordinary Budget," which, having now existed for the eight years for which it was established, from 1852 to 1859, is for the future to be merged in the ordinary budget.
4. Estimated total revenue and expenditure for the year 1867-8.

1. The Minister calls special attention to the circumstance that, owing to various causes, the ordinary revenue of the country has diminished since the commencement of the year 1863, whilst, at the same time, the expenditure has exceeded the estimates. In this way deficits have arisen during the aforesaid period of three years, amounting on an average to the sum of 2,648,046*l.* sterling per annum on the ordinary revenue, and to 1,513,117*l.* sterling on the extraordinary revenue; together, therefore, to 4,161,163*l.* per annum, or to 12,483,490*l.* during the whole period. This amount of deficit has, however, been covered by the issue of interior 3 per cent. stock, in June 1865, to the extent of 6,000,000*l.* sterling, and by the application, at a previous period, of some of the promissory notes received from the purchasers of national property (Pagare's) to the negotiation of an interior loan of about 10,000,000*l.* sterling, which is in the course of being paid off, and will be wholly extinguished by the year 1870.

2. The state of the floating debt of the Treasury is also less satisfactory than it was four years ago. It now amounts to the large sum of 18,987,645*l.* sterling; but whereas, on the 1st July, 1863, the floating debt was almost wholly represented by 16,325,547*l.* sterling, which were then lying in the Deposit Savings Bank, and on which the Government was at that time only required to pay a small amount of interest; by the 15th April, 1867, those deposits had been reduced to 13,605,447*l.*, and the balance of 5,382,198*l.* is represented by Treasury bills, promissory notes, and loans at short dates, upon all of which a very heavy interest has to be paid.

This amount of floating debt is acknowledged by the Minister to be very excessive. But he asserts that it would be imprudent to consolidate it whilst money remains so dear as it is in Spain at the present moment, and until such time as the foreign exchanges shall be opened to Spanish securities, and thus a loan becomes possible on reasonable terms. The former sum of 18,987,645*l.* sterling represents the accumulations of the several deficits in the revenue during the last 17 years, as follows:—

		£
By deficits in the ordinary revenue from 1850 to end of June 1866, deducting the 6,000,000 <i>l.</i> obtained by the aforesaid 3 per cent. stock in June 1865 ..	}	10,706,762
By deficits on the extraordinary revenue from 1859 to end of June 1866, including therein 2,164,301 <i>l.</i> , which have been applied to the interest and amortization of the aforesaid loan in Pagarés ..		
By advances, made to the Colonial Treasury by some payments made in foreign countries, and by payment of interest on stock due to civil corporations. .	}	1,330,269
Total		18,987,645

NOTE.—We may probably add an addition of unregistered liabilities to this, such as arrears of pay due to Navy, Army, and Civil Service, and unsettled claims lying over, amounting perhaps to about 1,000,000*l.* sterling. The real Floating Debt will thus be about 20,000,000*l.* sterling, but the above is the acknowledged sum.

On the other hand, it is estimated that the sums which in the course of the next few years will be realised by the Treasury from the sale of national property, in addition to the ordinary revenue of the country, amount to 24,818,938*l.* over and above the sums which will be required to pay off between the present moment and the year 1870 the whole of the remainder of the loan of 10,000,000*l.* before-mentioned.

It will be thus seen that whenever the time may be considered to arrive for making a loan, with the object of consolidating a part or the whole of the floating debt, the securities which are at the disposal of the

Government, independently of the ordinary revenue, are considerably in excess of what would be required for such a purpose; and thus, the straits to which it is acknowledged the Treasury has been reduced on account of its large floating debt may be supposed more or less of a temporary nature.

3. A separate account has been kept of the revenue derived from the sale of national property and classed as "Extraordinary Budget." The sums thus received have amounted, since 1859, to 35,061,980*l.* sterling, and a further sum of 5,252,382*l.* has been supplied by the Treasury, and charged to the floating debt, making in all a sum of 40,314,362*l.*, which, during this period, has been expended on public works, as may be seen by the following Table :

	£
1. On extraordinary expenditure incurred by the Minister of Public Works	13,472,489
2. On railway subventions	2,409,727
3. On railway studies	541,801
4. On the reduction of Customs duties on railway plant, &c ..	3,299,497
5. On extraordinary expenditure incurred by the Ministry of Marine, purchase and construction of ships, &c	5,926,856
6. On extraordinary expenditure incurred by the Ministry of War	2,771,756
7. On extraordinary expenditure incurred by the Ministry of Finance	146,979
On extraordinary expenditure incurred by the Ministry of Justice	655,427
On extraordinary expenditure incurred by the Ministry of Interior	190,848
	993,254
8. On amortization and payment on interest on shares of the Canal of Isabella II. (which supplies Madrid with water) }	212,950
9. Amortization and interest on temporary loans for the purposes of the extraordinary revenue	7,579,755
10. Cost attending the sale of national property	1,089,861
11. Drawbacks and sundries	2,504,035
Total amount of extraordinary Budget ..	<u>40,314,361</u>

4. Reverting once more to the statement of the deficits in the revenue collected during the years 1863 to 1866, the Minister asserts, that the only satisfactory way of carrying on the finances of the country is by making a balance of the revenue with the expenditure a reality (and not a delusion, as it has hitherto turned out) at the expiration of the financial year. He therefore reduces his estimate of revenue for the current year, 1867-68, to the actual amount obtained on the average, during the above-mentioned period, and similarly increases his estimate of what the expenditure will really amount to. Thus he begins by reducing the last year's estimated revenue by the large sum of 1,757,293*l.* sterling, showing in detail how this excess in the estimates had arisen, and making a further allowance for the under estimate of expenditure, which occurred during the past financial year, as well as for some unavoidable additional charges, he arrives at the conclusion that, without a considerable retrenchment in the existing expenses, accompanied by an addition to the taxation of the country, a real deficiency would ensue in the course of the financial year 1867-68 of about 3,000,000*l.* sterling, and Senor Barzanallana is probably correct in his conclusion.

With the object of avoiding this, reductions are consequently introduced in the general charge of the State, amounting in all to 1,204,000*l.*; but at the same time there are some additional expenses to be incurred, which cannot be avoided (see Table B).

The total expenditure for 1867-68 is estimated at	£ 26,394,678
On the other hand, founding his estimate of revenue on the average amount collected during the years 1863 to 1866, viz.	24,167,613
Additional taxes are proposed which are estimated to produce	1,520,204
Total estimated revenue	25,687,817
Thus there still remains a deficit of	706,861

The report of the Minister is followed by a project of law submitted to the Cortes, fixing the revenue and expenditure at these amounts, and asking for power to impose and charge :—

1st. A tax of 5 per cent. on all incomes and salaries derived from the State, Provincial, or Municipal Funds, as well as on all incomes or profits derived from dividends distributed by banks, or other public companies, to their share or debenture holders, with the exception only of dividends on railway debentures. At the same time the graduated charge on salaries above 60*l.* sterling paid by the State, which has been levied since last July, and which varied from 8 to 25 per cent., will be abolished from the 1st of July next.

2nd. A succession duty, varying from 1 to 10 per cent., according to the degree of relationship of persons inheriting property.

3rd. A tax on horses and carriages, and certain fees on the granting of titles, decorations, and personal honours.

4th. For one year only, an additional tenth on the direct tax at present levied on real property, on agricultural produce, on cattle, and on the profits derived from industry and commerce.

(*Note.*—This looks very much like a forced contribution, and will be most unpopular. The Minister should not insist on it, if it meets with opposition in the country, whatever the Cortes may say to it.—A. G. D.)

5th. To supply a sum of 322,177*l.* to the expenses of the war in the Pacific, in case this should continue during the next year.

(*Note.*—It is not half enough, if the war lasts (?), because, although ships of war need not again be sent to Peru, &c., additional ones must go to Cuba, Puerto Rico, &c.—A. G. D.)

6th. To make a fresh issue of what are called *billetes hipotecarios* (hypothecary notes or bonds), on the guarantee of *pagarés*, on such terms as may be agreed upon with the Bank of Spain, and for such an amount as the promissory notes of purchasers of national property (*pagarés*) at the disposal of the Government may allow—the Government to negotiate them at such time and in such mode as may be considered most advisable by the Treasury.

7th. To renew the loans made by the Treasury on the guarantee of 3 per cent. consolidated debt, and to negotiate others in a similar form; such guarantees not to exceed the amount which, by the law of June 30, 1866, was placed at the disposal of the Treasury.

8th. To contract with the Bank of Spain for the collection of all direct taxes throughout the country, conditionally on this being done by the Bank at an expense to Government at least one-eighth less than the present cost. If this contract should be carried out, it shall be obligatory on the Bank of Spain to receive throughout the country its own bank notes in payment of the taxes.

9th. To contract, by means of public tenders, for the manufacture and sale of salt, and perhaps also eventually of tobacco, provided that the price at which these contracts can be made with responsible parties

shall exceed the greatest annual profit hitherto obtained from these "services" by at least 10 per cent.

The remaining articles of the Bill presented to the Cortes are of minor interest, and need not be enumerated.

The following Tables are given in sterling, and may elucidate the preceding remarks. There is no doubt that the Minister of Finance at present in power thoroughly comprehends the work he has to do, and if he can persuade the Cortes to act so as to open foreign markets for his securities, he will accomplish a great work for Spain; but eventually (as elsewhere) Spain must be constrained to trust to herself for the largest portion of her own loans.

TABLE A.—Abstract of the Estimates of Revenue and Expenditure for 1867–8.

1. <i>Expenditure.</i>						£
General Charges of the State—						
Section 1. Civil List	..	..	..	..	..	458,500
" 2. Cortes	..	..	..	..	..	26,964
" 3. Interest on Public Debt	..	..	..	..	..	6,778,187
" 4. Compensations	..	..	..	..	..	150,877
" 5. Pensions	..	..	..	..	..	1,621,786
Charges of the Ministerial Departments—						
Section 1. Presidency of the Council of Ministers	..	..	..	..	..	69,228
" 2. Ministry of Foreign Affairs	..	..	..	..	..	144,637
" 3. " Grace and Justice	..	..	..	..	..	2,106,635
" 4. " War	..	..	..	..	..	3,805,380
" 5. " Marine	..	..	..	..	..	1,087,090
" 6. " Interior	..	..	..	..	..	946,375
" 7. " Public Works	..	..	..	..	..	1,884,360
" 8. " Finance	..	..	..	..	..	4,744,609
" 9. " Colonies	..	..	..	..	..	15,115
" 10. Expenses incurred by the sale of national property	..	..	..	..	..	2,554,934
Total of Expenditure						26,394,677
2. <i>Revenue.</i>						
£						
Direct taxes	..	..	..	..	..	5,488,300
Indirect taxes and fortuitous resources	..	..	..	..	..	4,825,058
Stamps and Government monopolies	..	..	..	..	..	8,240,296
Properties and rights of the State—						
By produce of mines, &c.	..	..	..	..	..	760,389
By sale of national property	..	..	..	..	..	3,475,955
						4,236,335
Surplus Colonial revenues	..	..	..	..	..	1,247,828
Special resources of the Treasury	..	..	..	..	..	150,000
New taxes	..	..	..	..	..	1,500,000
Total Revenue						25,687,817
<i>Balance.</i>						
£						
Total estimated Expenditure	..	..	..	..	..	26,394,677
" Revenue	..	..	..	..	..	25,687,817
Deficit						706,860

investors and speculators whenever the time does arrive for the settlement of these questions, which is already looked upon in Spain as inevitable, and which, if the Finance Minister be in earnest and successful with his budget, may be very near at hand.

The deficits which have been mentioned, and which, on an average of the last 17 years, scarcely exceed 1,000,000*l.* sterling per annum, are almost to be denominated as insignificant when compared with those of some other countries of Europe who rejoice in more experienced finance ministers. In France, for instance, the public debt in 1851 amounted altogether to 213,825,494*l.* sterling only; whilst, in 1863, it had already risen to 483,209,404*l.* sterling, showing an addition of 269,383,910*l.*, which argues a deficit in the revenue at the rate of 22,448,660*l.* per annum for 12 successive years. In Italy, again, with a real revenue not much greater than that of Spain, the total deficit during the last eight years has exceeded 140,000,000*l.* sterling, or at the rate of 17,500,000*l.* per annum; and in December of 1865 the yearly interest of the public debt of Italy amounted to 11,000,000*l.* sterling. But these countries have been able to make up their deficiencies by loans, which their wonderful increase in wealth and prosperity enables them to support with ease. Spain, on the contrary, runs the dangerous risk to herself of so increasing the oppressive burdens of taxation as to crush any nascent industry they already possess, fostered though it be by protective tariffs, and to keep her population in a permanent state of poverty and of prostration; for, notwithstanding her large revenue and the enormous sums obtained by the sales of national property, she has, as before-mentioned in this Report, contrived so to ruin her credit as to reduce the price of her 3 per cent. Consols to 33 per cent., whereas a loan of a few millions sterling, together with the adoption of a free-trade policy applied to her commerce would suffice to place her exchequer (especially if she reduced her Army and Navy expenditures) in a comfortable, if not flourishing condition, and to give such an elasticity to the resources of the country still undeveloped, as ought, in a few years, to elevate her finances almost to a level with those of other States in Europe. The lack of population throughout Spain, and the present unhealthiness of vast districts of her plains and valleys, will, for some generations, tend to retard great prosperity throughout Spain. She ought, by every means in her power, to encourage emigration into her agricultural districts; and by every means in her power she discourages the foreigner, and especially the foreign labourer, from entering her realm. Every possible disability and obstacle is opposed to the stranger who comes without capital wherewith to purchase a position for himself; and, if he be not a very strict Roman Catholic, he is shunned as no "Christian."

The present finance measures appear a step in the right direction; but ministers in Spain are proverbially far above taking advice from any one, and the indifference of Spanish statesmen to the value of time, of opportunity, and of punctuality, is such that it need not surprise anybody if they should again put off taking a practical and common-sense view of their own monetary condition and "impecuniosity" until after they have succeeded in still more injuring the financial credit of the country, by means of extravagant taxation. This would first cripple agriculture in all its branches, and would thus act as a drag on the progress of national commerce and on an advancement towards a time of prosperity.

But with all this, surely, in some way or other, better days are yet in store for Spain. Her geographical position is most advantageous, and she has excellent harbours. "Hope springs eternal in the human breast." Let us trust that, in the interest of Spain and her people, the

Finance Minister may be permitted and encouraged to act judiciously and beneficially for his country ; to settle scores with the holders of his securities, make peace with his foreign creditors, and inaugurate better days by establishing a better system.

In Andalusia, the proposals of Senor Barzanallana have been favourably regarded, and the general public take a more lively interest in them than they usually do in the Madrid Annual Budget.

I must, before concluding this postscript, call attention to an error which has crept into the statements regarding the Spanish Budget in some of the French and English newspapers of last week. The Minister is represented as having intimated that he would ask for a renewal of the powers granted by the Law of June 30, 1866, "for a settlement of the Passive and Certificate Debt," whereas he merely asks for power to renew the loans made under the terms of one of the sections of the said Law ; but it is expected at Madrid that Senor Barzanallana will, ere long, bring in a Bill asking authority to settle the Passives and Certificates.

Establishment of the Mines of Rio Tinto.

	Working.			Profits.		
	Mineral Extracted.	Number of Workmen.	Gross Value.	Produce of Copper.	Number of Workmen.	Gross Value.
	Lib. mét.	Invertidos	Esc.* mil.	Lib. mét.	Invertidos	Esc.* mil.
1864 ..	647,562 03	811	406,021 392	10,464 580	489	864,465 800
1865 ..	745,543 54	886	467,455 799	10,257 385	465	847,178 460

* An Escudo of Spain is worth 2s. 1d. sterling.

MINERAL Produce of Spain, 1860-63.

	Number of Mines in produce.	Number of Workmen employed.	Number of Steam Engines in the Mines.	Amount of Ore or Mineral produced—in metrical tons.											Sums received by Government from Taxes on Mining Property, and 3 per cent. on the produce.		
				Iron.	Lead.	Silver.	Copper.	Zinc.	Quicksilver.	Manganese.	Soda.	Sulphur.	Coal.	Lignite.	£	s. d.	
1860	...	1,988	28,554	39	175,503	316,819	4,230	146,003	108,802	8,041	28,863	17,557	23,045	321,773	17,531	41,919	2 0
1861	...	1,795	29,192	51	130,259	357,590	3,005	151,297	24,743	6,894	14,071	11,691	23,148	331,055	22,292	41,715	8 6
1862	...	1,386	31,800	52	213,192	277,845	2,523	227,719	41,104	16,115	6,459	5,022	12,639	360,246	23,696	51,110	11 0
1863	...	1,594	31,624	64	212,676	309,938	3,060	245,637	48,124	16,862	14,860	8,090	11,982	401,301	50,302	56,110	15 0

PRODUCE from the Mines worked by the Spanish Government.

	Almaden Quicksilver Mines.			Rio Tinto Copper Mines.			Linares Lead Mines.			Salt Mines.		Number of Men employed in the Government Mines.	Total Estimated Value of Mining Produce in all the Mines in Spain.
	Number of Tons of Ore raised.	Number of Tons of Metal produced.	Value of the produce.	Number of Tons of Ore raised.	Number of Tons of Metal produced.	Value of the produce.	Number of Tons of Ore raised.	Number of Tons of Metal produced.	Value of the produce.	Number of Tons.	Gross Value.		
1860	13,621	738	£ 135,600	78,149	904½	£ 71,233	3,784	2,226½	£ 32,648	391,692	£ 1,112,842	4,743	3,562,402
1861	11,360	908	170,661	95,314	1,191	89,018	3,574	2,266	32,147	201,775	1,154,824	4,411	4,833,290
1862	11,326	740	138,843	86,194	1,311	101,797	3,357	2,577	37,528	182,208	1,185,548	4,835	5,253,093
1863	9,442	815	142,462	97,494	1,335	104,703	3,913	2,442	36,225	187,271	...	4,177	5,628,390

Cadiz, May 20, 1867.

PORTO RICO.

Report by Mr. Consul H. A. Cowper on the Trade and Commerce of Porto Rico for the Year 1866.

SHIPPING AND NAVIGATION.

I STATED in my last Report of the 7th January, 1866, that I questioned the propriety of the Royal Decree of the 19th October, 1865, closing the ports of Naguabo, Humacao, Tajardo, Arecibo, and Guayanilla, as ports of import, owing to the extreme difficulty of intercommunication by land, and now, the correctness of this opinion having been proved, these ports have again been thrown open "until further notice"; this is a measure not only of undoubted advantage but of absolute necessity.

All these harbours are safe and commodious with the exception of Arecibo, which scarcely merits the name, it is rather a roadstead, open to the fury of the "norther" which blow during the winter months, and so frequently do casualties occur, that the port is usually excepted in in charter parties, and an increased rate demanded by the insurance companies; it is, however, the centre of a rich sugar district, and cannot be dispensed with, unless a railroad is constructed thence to the capital.

The number of ships which came from abroad last year to the different ports of the Island were 1,432, of which 459 were British and 232 American, the rest being Spanish, German, French, and Italian; those under the British flag were not all British vessels, many were American, for the United State Government refuses to issue new registers to those who abandoned their nationality during the civil war.

During the last months of the year, shipping in the West Indies suffered much from the quarantine regulations consequent upon the epidemics raging at St. Thomas; the Royal Mail Steamers, and those of the Messageries Imperiales, scarcely carried passengers or cargo for some months, and the loss to these expensive companies must have been very considerable; the latter very judiciously removed its establishment temporarily from St. Thomas to Martinique, and the Royal Mail Company at a later period removed theirs to Peter Island.

Vessels under the Spanish flag still retain the protective privileges of 6 per cent. abatement of duties, and of 50 per cent. upon the tonnage dues.

TRADE AND COMMERCE.

Commercial transactions have been less extensive and less profitable than was expected, the annexed tables show a falling off in the export of every article of produce except hides, which can scarcely be called one; but a scarcity of produce of course raises prices, and the smaller amount realized more money than the larger crops of 1865.

To account for this unexpected deficiency, it is sufficient to observe that a long continued drought upon the south side of the Island perceptibly affected the amount of the general production, and that the monetary crisis in Great Britain, although not so directly felt here as to cause any failures, produced very injurious effects amongst the commercial classes, for the high rate of interest charged by the European banks reduced even the most legitimate speculations to a species of gambling, owing

to the uncertainty attending them; and although merchants in a large way of business covered their losses, in some measure, by the exorbitant rates at which they sold their bills upon London (equal to 8 per cent. above par, taking that to be 5 dollars to the pound sterling, or 12 per cent. if calculated at the legal par of 4·80 dollars); this state of affairs was perfectly ruinous to the shopkeepers, who were obliged to purchase bills here to make payment at St. Thomas, where the rate of exchange was 6 per cent. less.

The losses of merchants extended to every sort of produce, every pound of sugar shipped to England was sold at a loss, that sent to the United States would have fared as badly had not the shipments been accompanied by speculations in exchange, or by providing that payments should be made there, either by bills upon England or by return cargoes of provisions; but, notwithstanding these precautions, all shipments of sugar entailed loss, not only for the reasons above stated, but that the planters demanded and obtained larger prices upon the spot than could be realized either in Europe or America; theirs was the only interest that prospered during the past year; they sold sugar for refining at from $3\frac{1}{2}$ to $4\frac{1}{4}$ dollars the cwt., grocery sugar from $4\frac{1}{2}$ to $5\frac{1}{2}$, and molasses from 20 to 30 centavos the gallon; but the planters themselves affirm that the increased prices did not cover the loss of diminished production.

The crop of sugar for 1867 is expected to equal, perhaps slightly to exceed, that of 1866, but there is always this disadvantage in a small crop, that it leaves less rattoons for the next.

As regards coffee, the crop of 1866 cannot be judged by that of 1865, which was exceptionally large, but it was a good average one, the prices ranged from 13 to $15\frac{1}{2}$ dollars the quintal, but, as in the case of sugar, no shipments yielded any profit, those to Great Britain, Germany, and Spain, produced actual loss, and those to Italy barely realized the prime cost. The coming crop is expected to be a very large one.

The tobacco crop was entirely destroyed by the drought.

Cotton is gradually retiring to its normal state as a production of the Island, the American civil war gave it a fictitious and temporary importance, but the crop is too precarious, owing to the depredations of the worm, to enable it ever to become an important staple production of the Island; under exceptional circumstances of locality it will continue no doubt to be profitably grown; in the district of Ponce its production has fallen from 492,956 lbs. in 1865 to 98,050 lbs. in 1866; and in that of Mayaguez much less land is planted with cotton than in 1865. The prices during the early part of the year were very high, ranging from 30 to 32 dollars the cwt., but they fell to 25 and 26 dollars when the news of the banking crisis arrived here. The quality is extremely good; but, as I have shown, the quantity is very limited: it sold at Liverpool at 23*d.* and 26*d.* per lb. as a maximum and minimum, the average being 19*d.* at the time that New Orleans middling was 14*d.* The planters, as in the case of sugar, alone made any profits.

The Spanish Government having ceased to publish its commercial statistics for two years, it is extremely difficult to find data upon which to make the returns required by Her Majesty's Government, and altogether impossible to fill up the form for importations, and whether from the change of sources, from which I have derived my present information, or some other unaccountable reason, it will be seen by the following table of the values of imports and exports for the last five years that, although the combined value remains about the same, that of the exports for the first time exceeds that of the imports.

	Imports.	Exports.	Total.
	£	£	£
1862	1,839,821	1,158,792	2,998,613
1863	2,170,682	1,131,708	3,302,336
1864	2,075,965	993,076	3,069,041
1865	2,230,119	1,026,413	3,256,532
1866	1,541,020	1,712,346	3,253,366

I fear that there must be some error in this, although it is not altogether extraordinary that the large importations of 1865 should be followed by a diminished one in 1866.

The value of British imports and exports at the different ports of the Islands was as follows:—

Imports.

	£
St. John's (commonly called Porto Rico) ..	97,614
Mayaguez	68,650
Ponce	125,200
Guayama	3,500
Arecibo	5,111
Humacao, Naguabo, and Fajardo ..	4,213
Vièques (Crab Island)	3,396
Total	<u>308,659</u>

Exports.

	£
St. John's	125,300
Mayaguez	99,660
Ponce	156,360
Guayama	33,900
Arecibo	28,770
Humacao, Naguabo, and Fajardo ..	35,670
Vièques	16,500
Total	<u>496,172</u>

AGRICULTURE.

The state of agriculture remains the same as I described it in my last report, very profitable to planters from the fertility of the soil and the abundance of labour, but that they are generally embarrassed owing to the fact that when one man has made a fortune out of his estate it is usually purchased on credit by another who has no capital: after toiling away until he has paid off these liabilities he in turn makes a fortune, sells his estate in the manner he bought it, and retires to Spain; so that the estates are held, as a general rule, by a needy class of proprietors; but, notwithstanding, the appearance of the Island contrasts most favourably with that of Jamaica, St. Domingo, and even with many parts of Cuba.

POPULATION AND INDUSTRY.

Since my reports of the 5th January and 7th May, 1866, I have had opportunities of comparing the state of the labouring classes in the whole of the Great Antilles, and I am confirmed in my opinion that neither the state of slavery existing in Cuba, the state of independence that exists in St. Domingo, or the freedom, combined with political privileges that existed in Jamaica, can be for a moment compared with that prevailing here, either as a means of obtaining cheap and abundant labour, of

securing the prosperity of the planters, or the happiness of the labourer. If the statistics of production, and I may add of revolution, rebellion, and crime, are insufficient to carry conviction of this fact, the appearance of the countries themselves, and of the people, could not fail to do so if they were visited. Nothing can be more depressing to the spirits or subversive of faith in the progress of the human race, than to pass from the wealth and luxury of Havana, and the general prosperity of the remainder of the slave supported Island of Cuba to that of Jamaica, and its dreary capital Kingston, with its poverty stricken, idle, and discontented inhabitants; here is freedom without independence; go on to Hayti and St. Domingo, where there is a combination of both, or, to speak the truth, independence, but no freedom; at the west end of the island tumult and disorder, with a barbarism scarcely surpassed on the coast of Africa. At the east end the wretched remains of the whites and mulattoes who have escaped the insupportable tyrannies of the western negroes; here you see the very city of Columbus, his house, his prison, of course, in ruins; but you look round and, you see nothing else, all is ruin; empty unpaved streets, falling houses, the splendid fortifications of the Spaniards crumbling to dust, without armament of any kind; almost naked and unarmed soldiers, devoid of any thing to mark their profession; the harbour empty, the bar becoming more and more impracticable; very little trade or commerce, all seems dying or dead. Go on to Porto Rico, there, under a system which I had the honour fully to describe in my report of the 7th May last, you meet with less luxury and extravagances than in Havana, but a solid state of progress, due, as I then observed, to the utilization of labour by means of the "Libreta," which is sufficiently coercive, and no more than sufficiently so to obtain its object, it is as far removed from the slavery of Cuba and the cruel coercive laws of the Haytian rulers, as from the well intentioned but lax and impolitic laws which prevailed in Jamaica. As my report upon the labour of these islands was honoured by the recognition of one of Her Majesty's Ministers, it is my intention to return to the subject in a separate despatch.

PUBLIC WORKS.

There are no public works now in progress, owing to the poverty of the Treasury.

GENERAL REMARKS.

The great impediment to the prosperity of this island, is the fact that the Spanish Government delivers it to the tender mercies of hordes of hungry employes; the consequence is, that with laws admirably adapted to the condition of the population, it sacrifices its own popularity, and the gratitude which would otherwise be felt for it by the Creoles, but utterly ignoring them, and allowing the country to be squeezed dry by needy men from Spain, for whom no post is too low for acceptance, from the Captain-General to the Alcalde of the poorest hamlet. All posts are filled by true Castilians, and the salaries and emoluments are all upon a scale becoming so great a people; they seem at last to have reached or passed the limits of possibility, for the Treasury is without funds, and the members of the services, civil and military, are some months' in arrears of pay, and it is one of the remarkable circumstances connected with this island, that it can support a drain so continuous.

Nothing practical is done to avert a crisis, no retrenchment, no attempt to regulate a currency which is the confusion of the inhabitants; Spanish money is insisted upon as the only legal tender, and none other is received at Government offices, but there is very little Spanish money

in the island, and what there is, is so worn as to be, in many cases, indistinguishable, and consequently not worth half its nominal value; its place is practically supplied, although not legally recognised, by the silver of the United States, the half and quarter dollars of which are marked 20 per cent. beyond their real value. What should be done would be to follow the example of Cuba, make American money legal tender at its intrinsic value, that is 20 cents for the quarter, and 40 cents for the half dollars; but the Central Government has thought proper to issue a Royal Decree continuing Spanish money as the only legal tender, and ordering all accounts to be kept in a new coin, the "Escudo," of the value of half a dollar. This edict has been issued without either calling in the old currency or supplying the new, so that merchants, to obtain sufficient Spanish money to pay their duties, are obliged to pay 3 and 4 per cent. for it.

Vessels selling should be warned not to enter the port, or they will be charged the whole of the port dues, whereas if they send a boat in for information, they will only pay $7\frac{1}{2}$ dollars.

Porto Rico, January 1, 1867.

TURKEY.

BOSNIA.

Report by Mr. Consul W. R. Holmes on the Trade of Bosnia for the Year 1866.

THE trade of this province during the past year was very dull, owing to the almost total loss of the plum crop and other fruit, destroyed by frost towards the end of May; to the unsettled condition of Europe; and to the visitation of cholera in the autumn. Beyond this simple fact; however, there is nothing of particular interest to report, as the remarks I have made in former statements regarding the peculiar nature of the trade of Bosnia equally apply to it during the past year, and I need not repeat them.

With regard to the advance of the province in material prosperity, I have also little that is satisfactory to report.

The construction of roads, which was very energetically commenced some years ago, has never made much progress since, though the Governor-General every year declares that they are to be properly completed and repaired. Relying on these promises, a native company was last year formed, under the auspices of the local Government, for carrying merchandise, and also the post and passengers, to Brood, by means of carts and carriages. At the commencement, the affair was under European direction, and proved a great convenience to the public in general, and, with continued good management, might have been made to answer well as a commercial speculation, but very soon jealousies occurred between the higher authorities interested, which injuriously affected the enterprise. Those who were capable of directing it, threw up the management in disgust, and matters went from bad to worse until lately, when the whole affair collapsed, with a total loss of the paid-up capital to the shareholders. This result is also in a great measure to be attributed to the wretched condition of the roads, which, in spite of the promises of the Government, had never been repaired except in the most superficial manner, and were in such a state during the winter that the company had to cease working.

In short, my remarks regarding the roads in 1865 apply equally to their condition in 1866, and will most probably serve also for 1867. Neither of the important roads from Mostar to Serajeoo, and from Livno to Travnik, have been completed. Some progress, I believe, has been made with the latter, but the former, after having been well commenced at a considerable expense, and the greatest difficulties surmounted, was entirely neglected last year, and remains in the same state as it was in 1865. The fact is that our Governor-General, who has now been in office six years—an unusually long period—and who has, for some time past, been expecting to be removed, seems to have lost all his old energy and interest in the country, and does little or nothing more to improve it. The embarrassed circumstances of the Government also react on the administration of the outlying provinces. No money can be obtained even for the regular payment of salaries, much less for public works.

The mineral wealth of the province has been reported, as I mentioned last year, by the Prussian engineer employed by the Government, to be enormous. This gentleman has been employed in various parts of Europe and South America, and he assures me that he has never seen ores of such

extreme richness as he has found in this province. Nothing, however, can be done to realise all this wealth without a certain outlay, which, it seems, the Government cannot afford to advance, and without which the mines cannot be sufficiently opened to ascertain their proper value, or to attract foreign enterprise, if the Government had the wisdom to endeavour to do so.

The cholera made its appearance here, on the 13th September, and ran its course until about the beginning of November, after carrying off, according to the official returns, about 500 persons, but in all probability many more, as the returns were very irregularly kept. At the commencement, attempts were made to enforce certain obvious sanitary regulations, with a view to check the epidemic, but notwithstanding the efforts of the foreign consuls to urge the Turkish officials to give the necessary orders, and to see that they were executed, nothing was efficiently done, and very soon the authorities began to disappear to country houses outside the town; the bureaux were deserted, and matters were left to take their own course. Nearly all of the Christian merchants fled from the town, and many of the Mussulman inhabitants also. Happily the climate is good, and the weather was cool, and few persons of regular habits of life and of good constitution seemed to be carried off.

The advantages expected to result from the vilayet system of administration have not been realised. The new Administrative Departments were soon found to be more or less useless for practical purposes, besides being much too expensive, and towards the end of the year were nearly all abolished. The province is still nominally a "vilayet" with a Governor-General, but is now, in fact, just what it was before, with the simple exception of its own designation and that of its chief authority. We again hear of great reforms about to be inaugurated at Constantinople, to be introduced throughout the empire, by which the welfare of both Turks and Christians, it is said, will be greatly enhanced.

The general condition of the province has been perfectly tranquil, notwithstanding the poverty and distress which prevails, and which indeed is the normal state of the lower Bosniac peasantry. Security for travellers, and for life and property in Bosnia, is all that can be desired, and vastly superior to what it is in the neighbouring provinces of civilised Austria. All this time, however, the European press has teemed with articles, chiefly of Slavonic invention, representing Bosnia to be a prey to internal strife and revolution, and it is not the fault of certain parties if this has not been the case.

The harvest of cereals was very fair throughout the vilayet, which compensated in some degree for the loss of the fruit. Indian corn had, however, in many places to be sown a second time, as the first plants were destroyed by the same frost which cut off the fruit. The past winter has been unusually mild, and the spring, up to the present moment, rainy and rather cold, but still not in general unfavourable to the expectation of the crops for the present year.

Bosnia Serai, May 7, 1867.

KOORDISTAN.

Report by Mr. Consul Taylor on the Trade and Condition of the Vilayet of Erzeroom and Eyalets of Kharput and Diarbekr, composing the Consular District of Koordistan, for the Year 1866.

IF the income derived from the Erzeroom Custom-house for 1866 is compared with 1865, a pretty correct idea may be formed of the trade during the former year.

	Piastres.	£
In 1865	3,504,140	= 34,855
„ 1866	3,080,000	= 28,000
Loss in 1866		6,855

Amounting at once to a falling off of nearly 20 per cent., according, in the main, with the decrease stated to have occurred in the commercial transactions of last year.

The approximate value of the different branches of trade composing those transactions was, as compared with the same in 1865, as follows :—

IMPORTS.

	1866.		1865.	
	Bales.	Value.	Bales.	Value.
Imports in Transit from Europe to Persia	57,479	£ 911,600	71,839	£ 1,139,600
„ to Europe	13,905	269,620	18,606	375,400
„ from Persia				
Total	71,384	1,181,200	89,845	1,515,000

HOME Trade Imports from all parts, not including Transit.

	1866.		1865.	
	Bales.	Value.	Bales.	Value.
Persian Goods	34,512	£ 215,600	50,488	£ 357,100
Native „	6,014	143,700	4,017	96,000
Caucasus „	3,516	71,900	4,988	102,000
Europe „	2,810	100,500	..	65,500
Constantinople Goods	..	3,000	..	3,000
Total	47,752	534,700	61,803	623,600

EXPORTS.

FOREIGN in Transit from Persia only.

In 1866, 13,904 bales—269,600*l*. In 1865, 18,606 bales—375,400*l*.

HOME Exports of all Goods Arriving and Paying full Duties at the Erzeroom Customs.

	1866.		1865.	
	Bales.	Value.	Bales.	Value.
		£		£
Persian imports re-exported	33,812	197,400	48,878	332,800
Cattle from Persia	..	34,200	..	..
Diarbekr, Aleppo, Mardin, Arabkir, and Riza goods re-exported to Persia }	714	18,800	3,405	30,100
Persian goods re-exported to Europe ..	4,000	40,000	1,618	47,500
Aleppo, Asia Minor, Koordistan, and Baghdad goods re-exported to }	..	30,000	..	33,000
Caucasus	..	..	..	..
Caucasus goods re-exported to Baghdad, Syria, Asia Minor, and Koordistan }	..	55,200	..	55,200
English goods and sundries re-exported to Caucasus	700	35,000	..	..
Total	39,226	450,600	53,901	542,600

The items forming the transit trade between England and Persia exhibit a marked decline, and, although a similar fall is to be noticed in other branches, their effects, as arising simply from monetary local causes, are unimportant. Not so with the former; its decrease is induced by a yearly progressive evil which, although often warned of, it seems now beyond the power of Government to prevent. The remedial measures that alone would have prevented it, namely, a good road from Trebizonde to Erzeroom and safe port at the former, if completed some years back, before the rival Russian route, having never till very lately been seriously attempted; and, in consequence, it is a patent fact that the most valuable part of this large trade is by degrees following the easier route to the Persian provinces by Poti and Tiflis. Referring to Mr. Consul-General Abbott's Trade Report, I find proof for my assertion. There I see English goods worth more than a million and a-half sterling were imported into Tabreez in 1864. The following year was more profitable; yet during both these seasons, the Erzeroom imports and re-exports fell far short of either, decreasing this year by 20 per cent., while, in Persian silk and trison, the exports in transit are 30 per cent., and home exports from foreign and native sources, 10 per cent. less.

It is obvious that the actual loss to the country is not comprehended in the paltry sum the Treasury loses in the Customs receipts; the real loss lies in the inactivity of an equal proportion of men and animals formerly engaged in this lucrative carrying business, and in the proportional losses the farmer must sustain in the face of a curtailed consumption. Under the circumstances, the decrease in the transit occasioned a falling off last year of more than 35,000*l.* in the general income of the working classes. There were 9,530 loads less to carry than in 1865; and as one man attends to five animals (for a monthly pay of 50 piastres, equal to 9*s.* 1*d.*) nearly 2,000 men were thrown out of employment; or rather the pay derived from their labour, ordinarily spent in the Pashilik, was lost to the general circulation. I have not included other incidental outlay attending such a transport—as food, shoeing, stabling, and other matters—employing an exclusive and numerous class, having nothing less to look to, and which amounts in the aggregate to a considerable sum. The immediate losses I have alluded to are as tabulated:—

	£
Loads, 9,530 less this year, at an average of 524 piastres = 4l. 14s. 6d.	45,029
Barley and Fodder, &c	5,118
	50,149
Less 30 per cent. belonging to Persia	15,044
Loss to Turkey	35,103

Home Trade.—The value of goods and other articles consumed in Erzeroom itself ought to consist in the difference of amount between home imports and exports; or, according to the Tables given, to 84,100*l.*; but it exceeds, in fact, 150,000*l.*, without noticing many articles of foreign and native manufactures or growth, which, though individually trifling, add to the general total. Nor does this trade admit of much fluctuation, the majority of customers being natives, confining themselves to the purchase of necessary articles, as common cloths, chintzes, the grosser metals, small quantities of sugar and coffee, they cannot well do without.

Cattle Trade.—A branch of lucrative trade, whose amount is not stated in the Tables, from its forming an entirely distinct occupation confined to a certain class of people, mostly strangers, is that in oxen and sheep. The whole number of the latter forwarded in 1866 were 280,000; their value, taking an average of 60 piastres (10*s.* 11³/₄*d.*) each, was 152,727*l.*, of which half went to Persian Koordistan and Russia, and the other half to the Turkish provinces about Vau, Moosh, and the Hakkaree. These sheep are exported to Anatolia, Kaiserieh, Syria, and Egypt, by dealers from those places arriving in spring with the specie for their purchase. The Government takes a duty of 5 piastres a head on export; other incidental expenses amount to 10 piastres (total 15 piastres equal to 2*s.* 8³/₄*d.*); the profit on them at the different towns of import being about 3*s.*, extending over an average period of six months before the animals can reach their destination. Occasionally profits are much higher; but many circumstances—such as dishonesty, inseparable from these dealers, diseases among the sheep from change of climate, want of proper pasture in the southern districts, fatigue, and other causes—render the trade too precarious for merchants and private people to meddle with, although, by advancing money at interest to the active agents, they indirectly share in the gains. The dearth and high prices of cattle in Syria and Egypt in 1864, induced indeed many Erzeroom speculators to embark in the enterprise in 1865, when 550,000 sheep at greatly enhanced prices, owing to competition, were exported; but they paid dearly for their venture, as the loss that year by death, overstocked markets, and low prices, was 25 per cent. of the whole sum so invested. Last year, therefore, there was a reaction, and the actual number exported declined below the usual average, which may ordinarily be fixed at 400,000, costing 300,000*l.* in the mountains. Oxen to the value of 15,000*l.* are imported from Russia and Persia; they assemble at Erzeroom, and are distributed in the southern Koordish provinces, and sent to Kaiserieh.

Grain.—The splendid harvest of last year reduced wheat to 13*s.* 5¹/₄*d.* per quarter against 1*l.* in 1865, and barley to 6*s.* 6¹/₂*d.* against 14*s.* 10³/₄*d.* I am led to believe that the crops for this year promise to be equally fine. In view of these facts prices are nominal, sales being very heavy. The tithes have, of course, risen, but, owing to the above circumstances, not in the same proportion; sales being very limited in all the kaimakamliks composing the vilayet of Erzeroom. The amount for which they were farmed was 139,000*l.*, making the whole value of last years' yield, at the lowest estimate, 139,000*l.* Taking one quarter of this sum as the value of fruit, vegetables, grass, clover, and grains—other than

wheat and barley, and two-thirds and one-third of the remainder for that of the two latter, and the price of the former at 13s. 5½d. the quarter of 480 lbs., and of the latter 6s. 6d. the quarter of 376 lbs., the above sum of 1,390,000l. will give about 637,000 somars or 1,029,800 quarters of wheat 637,000 somars or 1,050,000 quarters of barley, and 573,375 somars or 927,000 quarters of other grains, as the entire produce of the vilaiet. The greater part of these products are confined to three of the eight kaimakamlis, namely, those of Erzeroom, Moosh, and Vau, their collective produce being nearly two-thirds that of the other five. As, in contrast to the large plains in the three named, the others are mostly mountainous districts unfavourable to such productions. The proportion of wheat and barley grown in the Vau kaimakamlik also is small when compared with harder grains, the greater part of the former consumed there being imported from Persia and Mosul.

There are two evils perfectly remote from each other—one of them incredible in Europe, I have often alluded to in former Reports—equally dreaded by the agriculturists, a prolific harvest, or total failure in the crops. In the one case they can, it is true, subsist, but are unable, from want of local demand or roads, to export their surplus, to provide for debts due to capitalists who have advanced the money necessary for their requirements, or yearly obligations to Government; in the other, they die of hunger, or accept, as in the former case, the necessary alternative of a prison. At Diarbekr, last year and early this, best wheat was 2l. per quarter, at Erzeroom the same measure was selling at 13s. and 15s., yet, although the two towns are scarcely 50 hours, or 150 miles, distant from each other, transport was for six months totally impossible, and, for the other six, so high as to preclude all possibility of delivering grain at Diarbekr at remunerative rates.

Government Revenue.—Not including the regular vergoo or poll-tax (and the extra vergoo imposed this year, amounting to 67,000l.) and aaneh askerieh (sums paid by Christians in lieu of military service) always the same, the net produce of Government tithes, octroi (resoom), sheep dues, and tobacco, for the whole vilaiet were, as stated before, higher than last, standing respectively thus:—

	Tithe.	Octroi.	Sheep.	Tobacco and Salt.
	£	£	£	£
1865	113,100	11,800	44,000	17,000
1866	139,000	14,000	44,500	18,000
Excess in 1866 ..	25,900	2,200	500	1,000

The new tax upon houses has not yet come into operation. Its provisions provide that owners shall pay 4 piastres per 1,000 on an estimated rental, if occupied by them, but if let to tenants the burden, with an additional 3 per 1,000, will be transmitted to them. Notwithstanding this new tax and an increased revenue, the Government finds the greatest difficulty in providing for necessary wants. Military salaries are many months in arrear, and State bonds unredeemable except at large sacrifices by the holders. Several new posts, incidental to the late system of decentralisation, have been abolished, among them the Zeraat Maamooree, or Chief of the Bureau for Encouraging Agriculture, and all civil salaries reduced 10 per cent., with the laudable view, by introducing greater economy, of providing punctually for future obligations.

EYALET OF KHARPUT.

The pashalik of Kharput, although formerly a compact Government, has latterly been subject, for the convenience of the neighbouring Governments of Diarbekr and Erzeroom, to such absorption of territory as to reduce it to an irregular star-shaped figure, with branches running far into other jurisdictions. Losing sight of the claims and position of Malatia, its natural capital, it has the additional inconvenience of having the actual seat of Government in its furthest point, at a remote distance from most of its sub-districts. Another anomaly arising from the latter fact is, that the intervening sanjak of Kharput separates the kaimakamlík of Maaden into two distinct portions, 30 hours distant from each other. The province is divided into the three sanjaks of Kharput, Maaden, and Adiaman; the first, the seat of the supreme Government, governed by the Pasha, and the two others by Kaimakams, his subordinates. It is scarcely possible to define its boundaries with exactitude, from the irregularity already noticed, and the fact of its being cut up into many different portions by the Murad and Kara Sús, before their junction, near Kebben Maaden, and subsequently by the Euphrates, formed by the junction of the two former. To the north-west and west it touches the vilayet of Aleppo, near and about Behesni, not far from Aintab, and to south-west also, near Orfa; to south and south-east it is bounded by the cyalet of Diarbekr; to east by the vilayet of Erzeroom; and to north-east and north by the same province and the Muttersurrúflík of Siwass. The rivers already mentioned flow through it, as also the Tokmeh Su (Melas) and the Chaamoorlee Su. Three-quarters of the whole area, included in the sanjaks of Adiaman and part of that of Maaden, is mountainous, but incloses numerous fertile valleys, whose united produce yields nearly the same amount of tithe as the Kharput sanjak. The latter has three magnificent plains, namely, those of Kharput, Malatia, and Arghovan, together giving more than half the cereals produced in the entire eyalet. The large land-owners are generally Moslems, decayed scions of old families, whose ancestors formerly ruled here as Pachas or Derreh Beys. The labouring classes are nearly entirely Christians; some of the wealthier about Kharput, Malatia, Arabkir, and Eggiu, are proprietors of respectable estates; their number is increasing yearly, and were they really indulged with the same privileges as their fellow Moslem citizens, would undoubtedly by degrees monopolise all real property, as they already do those branches of art and industry requiring talent, perseverance, and discrimination. It is an interesting fact, elucidative of my assertion, that whereas the old Moslem class of proprietors is gradually getting poorer, and perforce desert their burdened patrimony for servile offices under Government in distant provinces, the Christians, debarred by reason of their religion from such employments, and relieved from the ostentatious extravagance of open house—binding upon all old Moslem families—increase in wealth, and add to their estates by the purchase of lands thus forced into the market. This race for places the Moslems formerly despised seems, among a declining people, a characteristic of their real position, resulting, as seen, in the abandonment of old pursuits which led to their former influence and wealth. Their real business of agriculture, so productive when steadily pursued, has now devolved upon others constituting the rival and subject class. The fertile plain of Arghovan is the property of, and cultivated by, Kizzilbash, who, when found in the plains, vie with Christians in industry, economy, and energy. These extraordinary people, professing a mixed creed of Pagan, Christian, and Moslem belief, are also the exclusive tenants of the wild mountain country known as the Aghjeh Dag, near Malatia; there, however, emboldened by their inaccessible or

difficult position, they, defying irregular attacks, partake of the lawless character pertaining to all semi-independent tribes in Koordistan. Government, after once compelling their unwilling obedience, relaxed its efforts, and they have again lapsed into their hereditary rebellious condition.

Vegetable Productions.—The vegetable productions of the Kharput province are various. In addition to the usual series of grain, cotton holds an important place in and about Kharput, Tchinishgezok, Malatia, Tcherمووك, and Tchengoosh, in the Maaden Sanjak and the uplands of Adiaman. Silk is cultivated at Sheyroot, opium at Malatia; gall-nuts, gum tragacanth, and shoemaker's glue (col), come from Paloo, near Kharput; madder roots from Malatia, Kharput, and Arghovan; yellow berries from Eggiu. Vineyards abound everywhere, yielding not only the usual products of syrup (pekmez) and raisins, but a tolerable wine, exported in large quantities to Erzeroom, Siwass, and Diarbekr. The mulberry grows luxuriantly in every district; its fruit is either dried in the sun for winter use, or distilled into rakki. It furnishes the materials for a paste called pesteeek, a favourite delicacy in the northern provinces.

Mines.—*Silver Mine at Kaban Maaden.*—Kharput is one of the very few provinces in Turkey where any advantage is taken of the universal mineral wealth existing throughout its extended limits. The silver mine at Kaban Maaden, however, only yields 400 okes (1,125 lbs.), value 4,363*l.*, which, after deducting half for expenses, leaves only 2,000*l.* to Government. The galleries and shafts are now choked with water and rubbish, no serious attempts being made to utilise them, the feeble efforts practised under the lazy supervision of the superintendent, a German, being totally inadequate and useless. Some Greeks, formerly connected with the establishment, informed me that, in addition to the silver, a large amount of quicksilver could be procured there, but that the imperfect means at their command occasioned its entire loss; they also said that in every batch of ore producing 100 okes or 281 lbs. of silver there was a mixture of from 50 to 300 drams of gold (320 to 1,920 English grains). In Mr. Brant's time (1836), the mines produced only 200 okes of silver, value 2,000*l.*; the workmen and miners (300 to 400) receiving 3*d.* and $2\frac{3}{4}$ lbs. of bread daily, at $\frac{1}{4}$ *d.*, a quarter of its usual price. But, at the same time, the Government compelled the natives of the surrounding districts to supply a certain quantity of wheat, wood, and charcoal, gratis, at an estimated loss to them of 10,000*l.* This statement was supplied him by the Seraf, who seems to have greatly exaggerated real facts. The number of men employed would only cost—less the price of bread—137*l.* 10*s.* per month, or 1,650*l.* per annum, while wood and charcoal could hardly amount, if paid for at rates considered high there now, to 3,000*l.* per annum.

At present, all the silver raised is the property of speculators, from whom the Government purchases it at 600 piastres (5*l.* 9*s.* 1*d.*) per oke (2 lbs. 13 ozs.), it being worth double that price, out of which they have to pay 400 piastres (3*l.* 12*s.* 8 $\frac{3}{4}$ *d.*) expenses: thus leaving them 1*l.* 16*s.* 4 $\frac{1}{2}$ *d.* remuneration. The great complaint, as at Arghana Maaden, seems to be the want of fuel for the furnaces; but were the Turks to bestir themselves they could procure an inexhaustible supply close to. The Deyrsim country is hardly twenty hours off, possessing a fine stream, the Mezoor falling into the Murad, navigable at all seasons of the year by rafts and even fit for small boats; running from its sources through the whole of that country abounding in immense forests of oak, fir, and beech. This maze of timber lines its immediate banks, and clothes the steep mountains, rising to the height of many thousand feet on either side. No use is or ever has been made of it, or the natural vegetable productions it contains. The Government has an excuse for ignoring such a close supply of an

article they now procure from three times the distance by the Kara Su, from Kamach and Gerjannes, the want of which has compelled them to abandon a lucrative revenue; for the Deyrsim, though hemmed in by the garrisons at Erzincan, Khozat, and Mamakhatoon, is unsubdued, and will probably long continue, as now, as inaccessible to traders as its rebellious tribes are useless and dangerous to the State.

Copper Mine at Arghana Maaden.—The copper mine at Arghana Maaden, nearly equidistant between Diarbekr and Kharput, situated on the extreme western branch of the Tigris, having its sources near the Göljik Lake, eight hours off, produced, in 1836 (Brant), 140,000 batmans, or 1,050 tons, of imperfectly cleaned copper yearly. Now, as then, there seems to be no limit to the production, were fuel more abundant, and proper machinery employed; but the one is wanting, and from the absence of the latter the most productive shafts are valueless. Nor can fresh works at present be undertaken in their vicinity, from the danger arising from the water in the immediate neighbourhood. At the time I first allude to, the miners were obliged to raise and roast the ore at their expense, selling it afterwards to the Government for $7\frac{1}{2}$ piastres (1s. 6d.) the batman of $16\frac{1}{2}$ lbs., although, according to their assertion, it cost them 2s.; but as they were not allowed to leave, they only went through the semblance of work, producing, of course, as little as they conveniently could. At present, as formerly, there are a few masters employing gangs of men under them, at a daily pay averaging from 3 to 5 piastres ($6\frac{1}{2}$ d. to $10\frac{3}{4}$ d.). Among them they raise 150,000 batmans (1,130 tons) of moderately clean copper every year. For every maund (16 lbs. 13 ozs.) Government pays them $15\frac{1}{2}$ piastres (2s. $8\frac{3}{4}$ d.), more than double the price in 1836; but at the same time the cost of raising it amounts to $13\frac{1}{2}$ piastres (2s. $5\frac{1}{4}$ d.), against 2s. only thirty years ago, charcoal costing $\frac{3}{4}$ d. per batman. In addition to the money price, Government gives 3 okes (8 lbs. 3 ozs.) of wheat for every maund of copper delivered at their works in the town, where the ore is first smelted, and then sent, at a cost of 8 piastres (1s. $5\frac{1}{4}$ d.) per maund, to Tocat, where it is worth 40 piastres (7s. $3\frac{1}{4}$ d.) before the refining process that takes place there. The means of roasting and smelting at the mine are so incomplete, that after the refuse has been rejected it is cleared away by outsiders, who again subject it to a process, leaving them ample returns. At present there are six productive shafts, sixty being closed from want of proper encouragement. In one of the latter, ore was found containing a small proportion of gold, in the ratio of 10 drachms, or 640 grains, to 100 okes (281 lbs.) of copper. It is calculated that three men can raise 1,000 maunds, or $7\frac{1}{2}$ tons, of copper every year, at a cost of $13\frac{1}{2}$ piastres (2s. $5\frac{1}{4}$ d.) the maund of $16\frac{3}{4}$ lbs. to the master miner. The account then between him and the Government, or rather his net profits, would stand thus:—

	£	s.	d.
3,000 okes of wheat (on 1,000 maunds of copper delivered) equal			
55½ keyls of Kharput at 50 piastres per keyl—2,775 piastres	25	3	$7\frac{1}{2}$
Government price of 1,000 maunds of copper	136	7	$3\frac{1}{4}$
Less expenses at $13\frac{1}{2}$ piastres per maund.	161	10	$10\frac{3}{4}$
	122	14	$6\frac{1}{4}$
Net profit to master	38	16	$4\frac{1}{4}$

Under these circumstances, the master miner would be very well off; but the vergoo or poll-tax assessment of people engaged in this occupation is rated as high as 1,500 piastres (13l. 10s. 2d.) per annum, while the poorest pays no less than 300 piastres (2l. 14s. $6\frac{1}{2}$ d.), payments totally

beyond their means. Based on the original imperfect census, such assessments may at some remote period have been fair; but in the meantime this class has dwindled down in Maaden from several hundred families to a very few only, who still bear the original burden, thus paying for the dead and absent.

The actual gain to Government, on every 1,000 maunds at Tocat, is—

	£	s.	d.	£	s.	d.
1,000 maunds of copper at Tocat	..	..	..	363	10	0
Value of wheat and price paid to miners	161	10	10 $\frac{1}{2}$			
Camel hire to Tocat on 1,000 maunds	72	14	6 $\frac{1}{2}$			
Proportional share of expenses for Government staff, buildings, &c., at Maaden, costing 15,000 piastres, or £136 7s. 3d. per month	0	1	9 $\frac{1}{2}$	234	7	3
Government profit	..	..	..	129	2	9

More than three times the gain accruing to the miner; but were the works open to all comers, and a royalty simply taken, instead of six shafts sixty would be worked, and the revenue on their produce would insure threefold returns to the Treasury, when compared with the species of monopoly now existing. Forty years ago, copper from this mine was largely exported to India; it is now actually imported from Europe. The Government income annually derived at present from this source is about 19,000*l*.

Condition of the Mercantile and Labouring Rayas.—The partial justice and unlicensed oppression practised in other Koordish provinces against the Rayas seems less in the Kharput province, otherwise it is unaccountable why the Christian population should be superior to their brethren in neighbouring Governments in thrift, industry, intelligence, and wealth. Apart from a more even system of justice, the consequence of their numbers and monied influence, one main reason, perhaps the cause for the whole, seems to be, that whereas in other parts the natives, however poor and oppressed, cling with a lazy attachment to the soil, and multiply, by early marriages, on plots their indolence or poverty disqualify them from improving to an extent proportionate to their numbers, the superfluous males in the Kharput Pashalik generally emigrate while young in search of gain to foreign lands—the richer repairing to Constantinople, where many realise an ample competency, and a favoured few large fortunes, and the poorer to the capital also, or Aleppo, for the livelihood denied their numbers at home: thus, while early imprudent marriages are avoided, the small allotments or scanty means they may possess are not burdened or uselessly dissipated by a host of indigent squatters, hopelessly striving to live on their native soil, but serve the healthy purpose of amply providing for the aged head of the house, the females, and young children. Foreign travel, contact with civilisation and enlightened men, imperceptibly improve their ideas. After years of absence, they return to their native villages or towns with frugal savings or large capitals, all at once purchase or add to their lands according to the means possessed by each, and strive in their improvement to carry out in practice what has often been impressed upon them by theory or real careful observation. These advanced views extend to other branches of industry; and I believe Kharput to be the only town in Central Turkey where European machinery is used for making silk tissues, cotton thread, plain and dyed cotton cloth, on the native pattern. The specimens exported vie with European, and surpass all, whether European or native, in comparative cheapness, although, from defective machinery, the supply is as yet too limited and dilatory to compete with the produce of the smallest of one of our gigantic

establishments. In addition to the above, the native looms of Arabkir and Malatia turn out large quantities of striped nankeens, cotton cloths, figured and plain silks, largely exported to Erzeroom and Russia; the materials, both silk and cotton, being nearly entirely of local growth.

There are four large towns in the eyalet, all in the Kharput Sanjak, namely, Kharput, Malatia, Arabkir, and Eggiu, containing respectively 3,000, 8,000, 7,000, and 3,000 houses. The two latter are the native places of the richest men (Christians) who have made their fortunes as serafs at Constantinople, or by trade in every country between India and England. Some of them have fortunes as large as 200,000*l.*, and those possessing 20,000*l.* down to 5,000*l.* form a numerous class. The Eggiulees are sedentary, devoting their peculiar talents to banking; while the Arabkirlees seem ubiquitous, plunging into commerce where and whenever a penny is to be made. At home, however, beyond the occupation afforded them by their lands, they pass their time in quiet social ease, devolving their active duties upon the rising members of the family in distant lands. From these causes, too, Eggiu and Arabkir seem populated by females and old men, the few young people, not actually children, remaining, being artisans, labourers, or servants. The trade of Kharput itself is confined to a few people, most of them strangers from adjacent provinces. The value of the trade in European goods, last year, was about 25,000*l.*, according to the Table given; but the whole sum generally employed exceeds 36,000*l.*, according to the season.

Names of Articles.	Weights.		Prices.		Total Value.	Remarks.
	Native.	English.	Currency.	Sterling.		
Coffee ..	1,500	25,316	80	£ s. d. 0 14 6	£ 1,090	
Sugar ..	2,500	42,187	54	0 9 9	1,227	
Pepper ..	1,000	16,874	60	0 10 10½	545	
Spices ..	1,000	16,874	70	0 12 8½	636	
Indigo ..	100	1,687	1,000	9 1 9	909	
Cochineal ..	200	562	60	0 10 6½	109	per oke, French.
Iron ..	6,000	101,250	30	0 5 5¼	1,636	
Tin ..	150	2,631	150	1 7 3	204	
Copper Plates..	500	8,437	90	0 16 4	409	
Sheet-iron ..	500	8,437	60	0 10 10½	273	
Nails ..	4,000	67,500	30	0 5 5	1,090	
Chintz ..	8,000	..	115	1 0 10½	3,136	
Figured Zebras	200	..	80 to 120	1 0 0	200	average price per piece.
Carpets	3,000	..	8	0 2 6½	381	"
Muslins ..	200	..	12	0 2 10½	727	per yard, Aleppo 25 yards in piece.
Mermos ..	800	..	8	0 1 5½	1,512	per French metre, 26 in piece.
Damask ..	50	..	8 to 13	0 1 9¾	113	per Aleppo yard, 25 in piece.
Yarns ..	8,000	..	2½	0 0 7	236	average price each.
Cloth ..	150	..	25	0 0 7	57	per Aleppo yard, of colours.
Casimere ..	100	..	60	0 7 7½	826	"
Cotton Cloths..	3,000	..	10	0 2 6½	2,454	per piece.
Demi Cottons ..	650	..	70	0 16 4	320	per Aleppo yard, 18 in piece.
Shirtings ..	2,000	..	3½	0 0 6½	1,727	in pieces per piece.
Cotton Thread	1,000	..	70	0 17 3½	1,363	average price per bundle, white & blue.
Red ..	100	..	150	1 7 3	109	"
Flannel, white	50	..	120	1 1 1	800	per Aleppo yard, 25 in a piece.
" coloured	50	..	7	0 1 3½	125	"
Fezes ..	500	..	10 to 12	0 2 10½	409	per dozen.
Shoe Leather ..	..	..	60	0 16 4	300	in value, German.
Window Glass	200	..	90	0 16 4	163	per box, very common.
Watches ..	300	..	..	..	1,636	From 2½ to 10½ each.
Paper ..	1,000	..	30	0 5 5	272	per bundle.
Total	..	..	..	..	24,994	

* Aleppo yard has 27½ English inches as used here.

THE following Table shows the Home Consumption and Produce of Miscellaneous Articles for 1865; also the Exports of Superfluous Stocks, and the Districts and Countries to which exported.

Names of Articles.	Consumed at Home.				Exported Abroad.			Remarks.
	Quantities.		Prices.		Quantities.		Total Value.	
	Native.	English.	Native.	English.	Native.	English.		
		lbs.	£ s. d.	£		lbs.	£	
Opium ..	300	844	2 5 5½	681	300	844	681	{ Of Malatia. Sold per oke, all sent to Constantinople.
Silk ..	20,000	56,250	0 12 8½	12,749	..	..	..	{ Consumed in native manufactures at Malatia, Arabkir, &c.
Yellow Berries ..	5,000	14,062	0 1 5½	359	5,000	14,062	359	Sold per maund. Sent to Constantinople.
Madders ..	2,000	33,750	0 6 0	600	..	..	..	All consumed at home for skins and cloth.
Tragacanth ..	5,000	84,373	0 2 2	541	5,000	84,373	541	Sent to Aleppo and Constantinople.
Col ..	50,000	843,730	0 1 1	2,708	50,000	843,730	2,708	" "
Butter ..	20,000	337,500	0 8 2	9,666	10,000	168,750	4,833	" "
Linsed ..	30,000	506,238	0 7 3½	10,906	30,000	506,238	5,433	" " and inferior provinces.
Wine ..	40,000	674,984	0 1 1	2,166	20,000	337,492	1,083	{ " to Erzeroom. One oke of wine equals an imperial quart.
Mohair ..	1,000	16,872	0 10 10	541	1,000	16,872	541	" to Constantinople and England.
Goats'-hair ..	10,000	168,720	0 5 5	2,708	10,000	168,720	2,708	" common goats'-hair.
Chutlara ..	1,200	..	1 7 3	1,635	..	..	1,635	" and Russia, via Erzeroom.
Cotton Cloth ..	100,000	..	0 2 10½	14,581	..	..	7,290	" "
Twist ..	10,000	168,720	1 1 9¼	10,906	10,000	168,720	10,096	" Koordistan.
Red Cotton Cloth ..	5,000	..	0 2 6½	635	..	..	635	" "
Chintz ..	20,000	..	13 0 2 3½	2,291	..	..	1,145	" "
Shoes ..	..	..	..	2,727	..	..	2,727	In value
Cotton, Raw ..	260,000	4,387,500	0 10 10½	141,645	160,000	2,700,000	87,166	" Sent to Constantinople and Aleppo.
Skins dyed red ..	12,000	..	0 2 8½	1,616	..	..	1,616	Sold by the piece. Sent to Erzeroom.
" yellow ..	10,000	..	0 2 2	1,083	..	..	1,083	" "
" black ..	3,000	..	0 2 3½	3,437	..	..	3,437	" "
" raw ..	23,000	..	0 1 5½	1,796	..	..	1,796	" "
Total ..	..	7,293,543	..	225,977	..	4,861,081	138,323	" "

The balance on the whole trade is greatly in favour of Kharput, amounting, less value of corn imported this year from Siwass and annual consumption of salt from the same place, involving sums respectively of 5,000*l.* and 14,000*l.*, to 94,000*l.*

Weights and Measures.—Weights and measures are generally the same as at Diarbekr and the capital, excepting the keyl or measure for grain, which is, for wheat 54 okes or 152 lbs., and for barley 40 to 42 okes or 112½ lbs. to 118 lbs., according to quality. The measure applied to agricultural land is the dounum of 40 square paces or 100 square feet; but, as elsewhere, the extent of farms is more generally known by the quantity of seed they require, amounting, in Kharput, to 1 keyl per dounum. Garden land is sold by the square yard of Aleppo; ready-planted gardens as they stand; prices differing with the available water supply.

Agriculture.—Agriculture seems more profitable in the Kharput plain and Kuzaa than in most other places. The district contains 21,000 houses, and a population at the lowest estimate of 126,000 souls, producing among them 101,250 quarters of wheat and 42,900 of barley, besides double the latter amount of rice and other useful grains. The dense and increasing population occasioned a steady demand, requiring extended cultivation, which is sustained and encouraged by the nearly uniform rates consequently prevailing, excepting, of course, when the crops, from unforeseen causes, fail entirely. The tithes in the Kharput Kuzaa are, as an exception, always taken in kind direct by the Government officers, without the intermediate process of farming, so ruinous to the State and onerous to the fellah. This plan, independent of the good results obtaining under such a system, in comparison with general usage elsewhere, is another cause for the steady scale of prices, as, in years of scarcity, the Government magazines are opened and parts of the contents retailed at a lower rate than the ruling one, thus securing a double advantage, keeping down exorbitant prices, and clearing the stores of much that would otherwise be damaged. But, on the other hand, an impolitic practice prevails of forcing the public bakers to buy corn for their trade from Government magazines only, a custom obtaining from a similar wish to get rid of old stocks by degrees. For the last two years, although the crops have failed, corn imported from Siwass has been sold for 1*l.* 14*s.* 4¼*d.* for best wheat the cuarter against 2*l.* 2*s.* 4¼*d.* the same measure in Diarbekr, only 36 hours off.

The general average of chifts or farms employs 12 oxen and 20 souls, among whom are eight able-bodied labourers, the rest being boys, women, and young children. All, however, excepting infants, contribute to the general labour required to till it, collect the harvest, and other incidental matters. The system of farming pursued is to divide the chift into four equal portions, of which every year one is sown with wheat, another with barley, and the third with different other seeds and cotton, the fourth portion remaining fallow till its turn comes in the ensuing year. The landlord provides seed and constructs the rude mud cottages for the fellahs at his own expense; the latter, labour, implements, oxen, and everything else. The proceeds, after deducting the seed or its price and the Government tithe, is shared equally between the two. A chift such as I have described is sown with, and produces, the several amounts of different grains exhibited in the Table. I have, at the same time, noted their prices, value of returns, and the actual shares falling to the landlord and the farmer, during what may be considered tolerable average years.

Seed.				Produce.			Remarks.
Names of different Seeds sown.	Quantities sown.	Price per keyl.	Total Value of Seeds.	Total Amount produced.	Value Currency Piastres.	Value sterling.	
Wheat.. keyls	30	50	1,500	150	7,500	68 3 7½	{ Quantity of Produce except Cotton is given in keyls. Maunds.
Barley.. "	6	30	180	48	1,440	13 1 9½	
Cotton.. "	8	15	120	80	4,800	43 12 8¾	
Mustard "	½	16	8	5	80	0 14 6½	
Castor Oil "	¼	75	19	2½	375	3 13 7½	
Beans .. "	½	80	40	5	400	3 12 8¾	
Yellow Peas "	1	60	60	10	600	5 9 1	
Black Peas "	½	40	20	5	200	1 16 4¼	
Vetches "	2	40	80	10	400	3 12 8¾	
Chick Peas "	¼	60	15	5	300	2 14 6½	
Millet .. "	1	40	40	5	200	1 16 4¼	
Indian Corn "	¼	20	5	8	160	1 9 1	
Lentils.. "	¼	20	5	10	200	1 16 4¼	
Madder .. "	¼	30	8	2½	70	0 12 8¾	
Total ..	50¾	..	2,100	346	16,725	152 6 3½	
EXPENSES.							
Seed as above ..			piastres 2,100				
Tithe to Government ..			" 1,672				
				3,772	34 5 5¼		
				12,953	118 0 10¼		
Deduct half of Balance, viz., from 12,953 } for Landlord's nett profit .. }				6,476	59 0 5		
Labourers' gross profit				6,477	59 0 5¼		
LABOURERS' EXPENSES.							
Casualties amongst Oxen ..			piastres 500				
Implements			" 200				
Poll Tax			piastres 450				
Military Tax			" 250				
			" 700				
Food for 20 souls for 1 } year, 55 keyls Wheat } 2,750 at 50 piastres .. }							
Clothing and sundries ..			1,000				
			" 3,750				
				5,150	46 16 4¼		
Savings of 20 souls for 1 year				1,327	12 4 1		

The savings seem small enough, but they are increased by the diligence of the men and women during the long winter months; the former occupying themselves in weaving the cotton and wool thread, spun by the women during the leisure hours in summer, into the coarse cloths in vague throughout Koordistan for shirts and jackets; and the latter in knitting stockings, worn by townspeople and Koords, from the wool they spin and dye at home. In this manner another 1,000 piastres (9*l.* 1*s.* 9*d.*) are added, making a total of 21*l.* 2*s.* 0½*d.* With it they purchase a few trinkets for the women, copper utensils, and sheep, whose

produce furnishes them with thread, butter, butter-milk, and cheese. They rarely touch fresh meat, contenting themselves with burghul (hulled corn), made into a pillau with butter; milk, bread, eggs, fruit, and vegetables. In autumn, a couple or three sheep are killed, and their flesh made into "bastoorma," which gives a relish to the ordinary sameness of their fare in winter. Altogether they are well off, more comfortable than in any other Turkish provinces I have seen, or than the same classes in Europe.

It is useful to compare the statements of the profits attending agriculture now with those, according to Mr. Brant, obtained in 1836. Then, it seems, land remained fallow every three years, whereas now, according to the present division of agriculture, it is uncultivated only one in four. This argues at once a greater amount of cultivation and a better system; although population was equally redundant and thriving, with wheat at the same price as now (4s. the bushel). Cotton, however, in 1836, stood at 18s. 6½d. per maund of 17 lbs., whereas now it is only 10s. 10¾d. for 16 lbs. 13 ozs. But since then the great development in the consumption of British cotton fabrics, predicted by Mr. Brant, substitutes for which were all formerly manufactured on the spot, has taken place; while, owing to inferiority and its distance from a port, the foreign demand for the raw article, at Constantinople there is a difference as compared with Kharput of 1s. per maund only, is not sufficiently remunerative to encourage a large export at present.

Comparison of Farmers' Profits in 1836 and 1866.—Mr. Brant takes the case of a farmer tilling his own land, whose extent required 10 pair of oxen, a few cows and sheep. Returns were 142*l.*, expenses 91*l.* and the gross balance to supply animals or their loss, seed, implements and other necessary expenses for his maintenance and that of his men, 51*l.* only. Thus:—

Produce.

	£	s.	d.
357 bushels of wheat at 4s.	75	0	0
50 bushels of other grains at 1s. 0½ to 1s. 0¾d.	3	0	0
1,155 lbs. of cotton at 6d. per lb.	28	0	0
Sundries, beans, oil, seed, and butter	30	0	0
Grapes valued at	6	0	0
Gross Total	142	0	0

Expenses.

	£	s.	d.
Wheat taken by the Government for the mines (in lieu of tax)	25	0	0
Expenses for guests	40	0	0
Cotton taken by the landlord in lieu of rent, 495 lbs.	12	0	0
Government tithe on £142	14	0	0
		91	0 0
Gross Balance	51	0	0

By this statement it appears that Government actually took in taxes and tithes (poll-tax is not included) no less than 39*l.* on gross proceeds, amounting to 142*l.* against 2,372 piastres (21*l.* 10s. 10d.) now on gross proceeds amounting to 152*l.* 6s. 3½d., consisting of:—

	Piastres.	£	s.	d.
Tithe	1,672	15	3	7½
Vergoo Poll Tax	450	4	1	9¾
Military Tax	250	2	5	5¼
	<u>2,372</u>	<u>21</u>	<u>10</u>	<u>10½</u>

Taxes, then, in 1836 were nearly double, if the gross proceeds on either side are taken into account, and the agricultural classes, therefore, now—taking the different farms quoted into consideration—gain twice as much, while they only pay in direct taxes about half they did 30 years ago.

Names of Districts and their Products.—The Kharput Eyalet, as before stated, consists of three Sanjaks, containing the different Kuzaas or sub-districts, noted in Table below, which shows their indigenous products also :—

Names of Sanjaks.	Names of Kuzaas.	Products indigenous to each, and excepting Grain and Silk forming Export.
Kharput ..	{ Kharput ..	{ Seat of Pasha—Native cotton and silk fabrics, wine, dyed skins, fruits, opium, madder, grain, tobacco, mohair, skins, galls, tragacanth, dried vegetables, cotton cloths, silks, cotton, apples for export.
	{ Malatia ..	
	{ Isoghloo ..	
	{ Babian ..	{ Grain and fruit.
	{ Mudir ..	
	Aghen ..	Grain, fruit, and cotton.
	Tchimishgezek ..	Grain and yellow berries.
	Eggin ..	Grain, silk, and cotton.
	Sheyro ..	Rice and cotton.
	Aghja Dagh ..	{ Koordish tribes living in villages, and having mudirs of their own set, but without pay. Their country produces grain, tragacanth, cattle, wool, butter, and a little cotton.
	Zeyva ..	
	Parchikan ..	
	Alooshloo ..	
	Heyrdee ..	
	Behereemaz ..	{ Silk and cotton fabrics, dried fruits, butter, paste of almonds.
	Arabkir ..	
Maaden ..	Arghana Maaden ..	Seat of Kaimakam Copper Mine—Tragacanth, galls.
	Kebban Maaden ..	Silver mines.
	Arghana ..	Grain, wine.
	Eggil ..	Lead, copper, iron, fruits, grape, syrup, and paste.
	Tchermook ..	Cotton, tobacco, grain, mineral baths, coal.
	Tchengooosh ..	{ "Tragacanth, goats'-hair, mohair, wool, butter, col.
	Paloo ..	
	Abu Taiir* ..	
	Arghowan ..	
	Haiwalee Derra ..	
	Hassan Tchelebi ..	{ Generally inhabited as Arghowan by Kizzilbash. Products—Grain, wool, sheep, cotton, madder.
	Hekkim Khan ..	
Adiaman ..	Adiaman ..	{ Seat of Kaimakam, called also Hisn Mansoor—cotton, grain.
	Behesin ..	Cotton and grain.
	Gerger ..	" "
	Kakhteh ..	" little grain.
	Samist ..	" grain, tobacco.
	Boojak ..	" " " 1st quality.

* The Abu Taiir Koords pay no taxes and furnish no conscripts on condition of keeping the road between Kharput and Arghana clear from snow.

The revenue derived from these three Sanjaks is as follows :—

	Kharput.	Adiaman or Hisn Mansoor.	Maaden.	Total.	Total.
				Piastres.	£
Tithe	2,820,000	2,160,000	2,320,000	7,300,000	66,363
Octroi	600,000	164,000	180,000	944,000	8,591
Vergoo	2,490,000	1,200,000	1,000,000	4,690,000	42,654
Military tax	1,120,000	500,000	400,000	2,020,000	18,363
Sheep Tax	550,000	164,000	80,000	794,000	7,218
Telegraph Stamps, Customs, &c. ..	220,000	..	..	220,000	2,000
Silver and Copper Mines	2,370,610	..	..	2,370,610	21,551
Value of Tithe taken in kind from Kharput. .. .	2,019,930	..	..	2,019,930	18,363
Opium Tithe	5,250	..	..	5,250	47
Wine Tax	30,000	..	..	30,000	272

				£
Total revenue	..	..	..	185,422
Expenses	..	..	..	12,000
Net revenue.. .. .	..	..	..	173,422

With the exception of the Koords about Arghana Maaden and Tchengoosh and the Kizzilbash in the Aghjeh Dagh, and about Adiaman, the inhabitants of the Eyalet are generally speaking, well conducted, thrifty, and industrious, giving no trouble to the Government, but that arising from the intolerable tyranny of the revenue farmers, who, without in the end benefiting the Treasury, inasmuch as they are all indebted to it many millions for unpaid balances on their contracts, press most prejudicially on the tax-payers, thus too often involuntarily forced into contumacy. Yet, with such plausible reasons for disturbance, in addition to local Zabties, whose influence may be rated at zero, there are only about 300 regular troops in all the three Sanjaks; a sufficient testimony in favour of the loyalty of the population and the steady industry that conduces to their prosperity in comparison with the masses in most of the surrounding districts.

Eyalet of Diarbekr.—The actual condition of this province affords a sad picture of misery among the poor classes, and increasing depreciation in everything like trade. This year a double vergoo or poll-tax of 47,200*l.*, as an aid to Government in its financial difficulties has been imposed upon the inhabitants. Locusts entirely ruined the crops in 1863, 1864, and 1865; in 1866, a worse, although an additional calamity, the Tchetchen immigration, supervened. The corvée unscrupulously employed for the transport of the colonists, occasioned direct losses in animals and labour before they were located, while its bad effects were indirectly propagated in the high price of grain, notwithstanding what would have been a tolerable harvest, required for the 3,000 extra families of 24,000 souls that passed at the most critical season of the year through the grain districts. Commerce here in Diarbekr is now, more than ever, so connected with the masses, that the slightest derangement affecting their means causes losses to trade greater in proportion than are entailed on its customers. There is, of course, a necessary relation for profit or loss between every merchant and customer wherever they may be, but I allude to it particularly here because the trade of Diarbekr, confined to a class, not classes, is exceptional, and because the export, paid for in hard cash enriches certain tribes only, who, from their position, pay insignificant taxes in proportion to their wealth and numbers. The import trade is simply one including the coarsest and most necessary articles;

objects of luxury holding but a very insignificant position amongst the items, not worth alluding to. Such being the nature of the trade, and so great the destitution and poverty now reigning among all the agricultural classes in the district, that the loss or gain to merchants lies in the homely fact that, whereas the Koords and others formerly bought two shirts and a pair of drawers apiece every year, made of cotton cloth, they now only buy one; while, if the actual state of things lasts another year, it is probable the single shirt will have to stand a couple of years' service. The gains of the fellah in 1866 scarcely sufficed, after paying the landlord's share and tithe, to discharge the direct taxes due to Government, the sum he had in hand being barely sufficient for an abstemious maintenance till the coming harvest; and there is not, therefore, one Kuzaa without a load of debt, called bakiat, hanging over it. The Tchetchen calamity alone occasioned them the loss of more than 20,000% in cattle grain, cut or destroyed when green, and labour, while the same cause still presses upon grain, and keeps it at an artificial value. To add to their distress, requisitions have now been made upon every village to supply a certain number of cows and oxen—for payment, as it is said, it is true—but the owners in these forced sales will be left without the means of completing their spring cultivation. It is extraordinary the authorities cannot perceive the amount of present and prospective injury they are inflicting, not only upon the tithes forming half their income, but upon all branches of revenue by such despotic measures. Here in fact it amounts to the sacrifice of the welfare of 600,000 loyal subjects to the indolent caprice and selfish avarice of 24,000 foreigners, originally worthless in their own country, and, excepting as presenting a formidable barrier to Arab encroachment, equally worthless, though more dangerous in their adopted one. Many of these people have still large sums of money with them, but they prefer a dependant charity to real labour and voluntary outlay within their means.

It is reckoned that every man, woman, and child, requires yearly one quarter of grain for the bread, soup and burghul constituting their daily food. The rich, of course, and comparatively well off, consume with their animals, three times as much. I cannot, therefore, give a better idea of the state of the people in this Pashalik, formerly exporting so much grain, than by the following Table, showing the approximate yield in quarters for every kind of grain in 1866 in the several Governments composing this Consulate; their approximate populations and the actual share of grain, as near as upon these data it can be reckoned, falling to each individual in the respective provinces.

Grains.	Erzeroom Vilalet.	Kharput Eyalet.	Diarbekr Eyalet.
	Quarters.	Quarters.	Quarters.
Wheat	1,029,800	181,700	197,688
Barley	1,050,000	146,280	173,058
Other Grains for Food	927,000	5,000	23,550
Total	3,006,800	332,980	394,296
Approximate amount of population in each Government }	1,200,000	400,000	800,000
	qrs. lbs.	qrs. lbs.	bshs. lbs.
Share of Grain to each soul in each Government .. }	2 26	1 6	4 27

This calculation is based upon the amount of tithe actually paid on

grain alone, and such as is used for food—not including that on fruits, grass, and other products—and the prices; it is, therefore, so far a reliable statement. The estimate of the population is rather under than over. At the lowest estimate, then, Diarbekr requires twice the amount she produced last year to feed her inhabitants; while, at Kharpur, there is just a sufficiency, and at Erzeroom double the amount required.

The destitution, as regards Diarbekr, tells stronger if the case of a married man having two children is taken. His earnings, on an average, when work is plenty and wages are good, are 4 piastres (8½d.) a-day, if a workman of ordinary skill. His requirements for one year are—

	Piastres.	£	s.	d.
Four quarters or Diarbekr keyls of wheat at 200 piastres per keyl.	800	equal	7	5 5
Taxes (for a Christian)	120	„	1	1 9
House rent	360	„	3	5 5
Clothing	200	„	1	16 4
Total	1,480	„	13	9 0
Wages for one year	1,440	„	13	1 9
Balance against him	40	„	0	7 3

He cannot live for less, and for this has only the barest necessities of life; never tasting meat, fish, or butter, and picking up his firewood as he can. The Moslem working man's expenses are about 14s. less; difference, on account of liability to conscription, in the respective amount of their taxes.

Tithe and Octroi.—As a consequence of the scarcity of grain, the tithe and octroi (Resoom) in all the Sanjaks of the Diarbekr Pashalik have been farmed for higher prices than usual. The comparison with 1863 stands thus:—

Sanjaks.	1866.		1865.	
	Tithes.	Octroi.	Tithes.	Octroi.
	£	£	£	£
Diarbekr	34,560	11,673	38,620	8,281
Mardin	21,869	10,385	13,810	8,018
Saert	15,457	6,990	10,462	4,288
Total	71,886	29,045	62,892	10,587

Suerek Sanjak was added to Diarbekr in 1864 . . £8,420=6,017 Kharpur.

Prospects of Crops in 1867.—The seasonable and heavy rains that fell during autumn, winter, and spring, have given such impulse to agriculture that, if the district is spared from locusts, which, unfortunately, however, thrive in rainy mild seasons, the harvest this year will exceed a five years' supply. The rains, that have done so much good here, have, in the low lands about Mosul and Baghdad, destroyed most of the crops, the Tigris having swollen to an unwonted extent, sweeping all before it in its flood. As there is water carriage by raft the whole way to those towns, it is probable the Diarbekr farmers will reap large profits from exports of their grain; that will naturally take place. But the masses of locusts that have already appeared excite natural alarm. Government has done nothing to check their development, beyond going through the childish farce of sprinkling a few drops of reputed holy water, from the Mehlevi mosque at Iconium, in the threatened localities.

IMPORTS.

Names of Articles.	Quantities.	Values.		Remarks.
		Currency.	Sterling.	
Cotton Thread	7,000	900,000	£ 8,900	From England, <i>vid</i> Aleppo.
" T-cloths	7,000	588,000	5,340	" "
Chintz, common	10,000	1,120,000	10,180	" England and Germany, <i>vid</i> Aleppo.
Printed Muslins	15,500	617,500	5,610	" "
Yasmas	8,000	1,460,000	13,220	" Switzerland, <i>vid</i> Aleppo.
Nankeens	..	21,600	196	" "
Tanjibs, Lappets, and Madapolams	109,500	1,483,000	13,480	" England.
Fezes	2,000	220,000	2,000	" France. Red and black.
Woollen Cloths	5,000	4,125,000	37,500	" Germany.
Silks, plain and embroidered	300	60,000	540	Manufactures of Aleppo.
Gold Thread	..	18,000	150	One-half Aleppo, one-half Russian, <i>vid</i> Erzeroom.
Sugar	3,000	168,000	1,520	From England, <i>vid</i> Aleppo.
Coffee	1,000	85,000	770	East and West Indian, <i>vid</i> Aleppo and Baghdad.
Pepper and Spices	..	62,400	560	East Indian, " "
Soap	360	432,000	3,920	Of Aleppo.
Tumbekki.	2,400	140,000	1,270	Persian, <i>vid</i> Baghdad and Erzeroom.
Copper in sheets, Iron and Steel..	9,700	579,000	5,260	From England. Iron from Russia.
Indigo	1,000	150,000	1,363	India, <i>vid</i> Baghdad and Aleppo.
Cochineal	1,200	84,000	763	<i>vid</i> Marsailles and Aleppo.
Shawls	700	220,000	2,000	Persian, <i>vid</i> Erzeroom.
Raw Silk	200	300,000	2,720	" "
Pearls	..	112,000	1,010	Bahrein, <i>vid</i> Baghdad.
Carpets	..	48,000	430	Persian, " "
Window Glass	300	66,000	600	French and German. Very common.
Buffalo Skins	3,000	240,000	2,180	Russian, <i>vid</i> Erzeroom.
Wheat	5,000	1,000,000	9,000	From Mosul.
Specie for Wool, Cattle, Butter, and Mohair	..	4,400,000	40,000	" Syria, Egypt, and Constantinople.
Sundries	..	646,000	5,870	{ From all parts, consisting of interior cutlery, hardware, glass, mock jewellery, watches, &c., and 1,000l. worth of matches, lights, and tinder from Germany.
Totals	..	19,425,500	176,352	

Showing a total of 176,352*l.*, one fifth of which is British, against exports for the same period of—

	£
Diarbekr and Mardin Manufactures	32,816
" " " prepared Skins	1,110
" " " dressed furs	475
Native products of Galls, Cotton, Oil, Fruits, and Gums ..	67,987
Wool, Mohair, Hair, Cattle, Camels and Sheep, from pasto- ral Koords and Arabs	39,607
Total	<u>141,945</u>

The latter item (value 39,607*l.*) in the export list forms a trade apart from all others, and is paid for by specie, imported for the purpose by particular dealers on the spot, or agents from abroad. The benefits derived from it are entirely absorbed by the only people—pastoral Koords and nomade Arabs—contributing little or absolutely nothing to the Government. Their wants, mostly independent of foreign imports, are easier satisfied and supplied; their districts, for the most part inaccessible to the tax-gatherer, while their roaming character protects them from the evils caused to a sedentary population by a succession of bad harvests and high prices of grain. In the general scene of distress, therefore, I have alluded to further back, these people, equally with the pastoral Koords about Erzeroom, Var Hakkaree, and Moosh, afford the only exceptions to the miserable poverty prevailing, in the midst of which they are yearly increasing in wealth. All the ready money imported into these Pashaliks for wool, cattle, butter, and sheep, flows into their hoards, without in any way supplying a similar want elsewhere. Accompanied by their pack animals, they seek the cheapest market during their yearly migrations, and, for the last three years, have supplied themselves from Mosul.

Native Manufactures.—There is a sensible decline in native manufactures, only half the quantity being produced in comparison with 1863.

Wool and Galls.—A similar falling off appears in the principal staple export of wool and galls; both articles having, for the last three years, been very heavy in the European markets, in proportion to local prices and expenses to the coast. Of the latter, several parcels of 1865–66, and even 64 crops, remain unsold at Smyrna, Constantinople, and Erzeroom. The tithes on them show a greater decrease than in their selling price. Tithe was, in 1864, 456,000 piastres (4,145*l.*); in 1866, 260,000 piastres (2,363*l.*); in 1866,, 220,000 piastres (2,000*l.*)

To all appearances, this year there will be an overwhelming crop. Prices at present are 9*s.* per maund of 16 lbs. 13 ozs. for best blue against 17*s.* 3*d.* in 1863. The amounts exported last year were—Best blue, 15,000 (6,812*l.*); best white, 30,000*l.* (10,909*l.*); total, 45,000 maunds (17,721*l.*)

Wool still keeps up its price, but the demand is small. None of it goes to England, the London market being supplied with a far superior article from the Beni Lam, on the lower Tigris; the Monteffik, Bedoor, and Geshaam Arabs, between Sookesh Shinkh and Busreh, on the Euphrates and Shat el Arrab; the Beni Malek, Ajwed Ajman, and Monteffik pastoral Shemr, between Zobeir and Queit, on the Persian Gulf. The Bedouin and all the northern wool, that of the mongrel Mesopotamian Shemr included, is vastly inferior in cleanliness, length, and texture, to that of the southern tribes alluded to. In 1866, 20,000 maunds, value 10,833*l.*, were exported, prices having been 6 piastres per fleece, or 60 (10*s.* 10½*d.*) per maund, the same as in 1861. The fine pasture everywhere this year between Diarbekr and Mosul ought to

improve the quality and increase the quantity of the opening season's wool.

Silk.—The silk tithes show a progressive improvement, arguing well for the prospects of this favourite branch of industry. They were farmed in 1864 for 82,000 piasters (745*l.*); in 1865, for 90,000 piasters (818*l.*); in 1866, for 112,000 piasters (1,018*l.*) The amount of silk at the same time produced was 11,581 lbs., 13,680 lbs., and 17,488 lbs., respectively.

Cotton.—70,000 maunds only were produced last year, of which 50,000 maunds, value 40,900*l.*, were exported to interior home provinces further north. Very little can be said in favour of this article at present; I only allude to it now to point out what may be done, and the great value of the new colony at Ras el Ain, as a means of encouraging and developing its culture. The rich soil about the old town and along the river Khaboor has not been turned since Tamerlane destroyed the site in the ninth century. The ground for miles about, unencumbered by stones or elevations, chequered by numerous cross cuts, denoting a former extensive system of irrigation, sloping gently away from the Khaboor to the south-east, is a varied wild prairie of fine grass and bright flowers, completely under the natural influence of its waters, those of the Zirkau, that flow into it, and numerous other drains from the heights of Mount Masius. For years this important region has been unavailable for agriculture; the worthless Shenir Arabs, in the absence of a controlling Government, wandering over it at will, thus forcing the unwilling expatriation of an industrious peasantry unable to comply with their exorbitant and undistinguishing requisitions. The site has lately been chosen for the location of the immigrant Tchetchens from Russia. Barracks have been built, the Arabs conciliated, while the nucleus of a new town and advanced military establishment are fixed, to curb Arab encroachment and insure immunity to proprietary natives, who have long deserted it. Having visited the spot, I can speak with confidence; yet, as eye-witnesses of its pristine wealth and high importance are better advocates than casual travellers, who see only the long ranges of grassy mounds now marking the site surrounded by rich desert prairies for miles; I will let them speak, for themselves.

Abi Ishag el Istakharee, in his "Kitab el Agaleem," says:—

"Its principal production is cotton, and for about 20 tursukhs (60 miles) on the Khaboor there are villages and cultivated lands; amongst the most celebrated is Mijdol, one day's journey below Ras el Ain, the whole road being lined with villages on the banks of the Khaboor; and between Arban and Mijdol, one day's journey, all the land is cultivated; there are villages upon villages, ^{not far from} Taban, Mutterieh, Schemieh, and Tunneyber, from all of which an abundance of cotton is procured. Arban is the depôt or Custom-house, from whence the people of Mosul and Ikhlât buy their cotton and export it to the neighbouring town. On the same river is Makseen, a small but very productive town, where there is a bridge (an iron suspension bridge) over the Khaboor: from it and Arban cotton is procured, which is exported to Ikhlât and Mosul."

Ebu Hankel, the geographer, follows in the same style; both are borne out by other Arab writers, whose auxiliary information would need a volume. Scarcely a vestige of the towns mentioned now exists, but their sites are known and still distinguished in the vicinity of Ras el Ain. It is part of the plan now pursued to occupy them, if the new system of colonisation receives the material aid of Government. Such aid will prove more valuable, and the expenses incurred in connection with it more productive, than in any other part of the Ottoman dominions. It will reclaim the fairest portion of Mesopotamia, restrain the irs dence

of the Shemr Arabs, whose toleration and subsidy is a disgrace to the State, and ensure the security of the former easy and direct route between Mosul, Orfa, Aleppo, and the sea. From ancient times, even as far back as those of Alexander the Great, commercial intelligence selected this route, by Nisibin, Ras el Ain, and Haran, as the great highway between the East and the West; the Persian merchants with Serica sold its silks at the annual fair of Batnæ, in Serooj (near Orfa), and bartered their goods at the emporiums of Haran, Ras el Ain, and Nisibis, before even Christianity had a name. Now, more than ever, it seems the most favourable route for a similar connection between England and the East for any proposed railroad between the two empires.

GENERAL REMARKS UPON CONSULAR DISTRICT OF KOORDISTAN.

A pretty correct approximate of the whole revenue derived from the three large Governments forming the Consular District of Koordistan is as follow—

VILAIET OF ERZERROOM.				£	£
Gross Revenue for 1866	..	..	..	289,420	..
<i>Expenses.</i>					
Civil Salaries and Miscellaneous	..	..	..	£78,621	
Fortifications, &c.	..	..	..	30,000	108,621
Net					180,779
EYALET OF KHARPUT.					
Gross Revenue for 1866	..	..	..	185,422	..
<i>Expenses</i>				12,000	..
Net					173,422
EYALET OF DIARBEEKR.					
Gross Revenue for 1866, including Suerek	..	..	..	229,109	
<i>Expenses.</i>					
Civil Salaries and Miscellaneous	..	..	..	£45,493	
Flour alone supplied to the Tchetchen Colonists from August to December 31, 1866	..	..	..	32,550	
(The actual expenses are probably double.)					
Net				78,043	151,066
Approximate Total Net Revenue					505,267

But against this large sum there are probably balances ranging between 50,000*l.* to 60,000*l.* under the head of Bakiat due to Government, which the revenue farmers have failed to pay, or which an impoverished peasantry still owes the State for poll-tax, and sums in lieu of military service. A local knowledge of these central provinces at once carries with it the conviction that the Government gives absolutely nothing in exchange for the vast sums it takes; if it does, there is nothing to be seen to convince an ignorant and oppressed peasantry, that a part at least of what he gives remains in the country, and is not, as he suspects, that "the produce of his labour is consumed by the unprofitable servants of the Church, the State, and the Army."

The chief drags on the welfare of these inland provinces consist in the total absence of roads, and the closing even of the primitive tracks, connecting large cities and important provinces, through a greater part of the year. Not only roads, but the means of conveyance are wanting. The remedy lies only in a practicable carriage road. The absence of such a work induces the present distress among the poorer classes in the Diarbekr, Orfa, and Aleppo Governments, although the agriculturists of the neighbouring provinces of Moosh and Erzerroom, having surplus crops

sufficient to supply the whole Government of Diarbekr with grain for two years at half present prices, are deploring an abundance they cannot, under existing circumstances, dispose of. The following list of prices and profits at Diarbekr, Orfa, and Aleppo, will illustrate the high prices of carriage, and the money that, even under the circumstances, were animals to be had and roads open, might now be made in this trade :—

DIARBEKR.					£	s.	d.
One Quarter of Wheat at Erzeroom	..	..	..	..	0	13	6
Expenses to Diarbekr, 150 miles off	..	..	..	..	1	4	0
Selling price at Diarbekr	..	..	..	..	1	17	6
Profit	..	..	..	..	0	2	6
ORFA.					£	s.	d.
Quarter of Wheat as above	..	..	..	..	0	13	6
Expenses to Orfa, 86 hours, 258 miles from Erzeroom	..	..	..	..	1	16	0
Selling price at Orfa	..	..	..	..	2	9	6
Profit	..	..	..	..	1	3	2
ALEPPO.					£	s.	d.
Quarter of Wheat as above	..	..	..	..	0	13	6
Expenses to Aleppo, 120 hours, or 360 miles from Erzeroom	..	..	..	..	2	14	0
Selling price at Aleppo, one keyl or quarter equalling 3½ } shimbuls of Aleppo	..	..	..	..	3	17	6
Profit	..	..	..	..	4	1	9½
					0	14	3½

Although prices are still falling in Erzeroom and rising here, the profits now shown prove the absence of any proper communications, and the urgent necessity for their construction.

Untiring exertion and a lavish expenditure characterise the construction of the fortifications of Erzeroom; at the same time the faintest efforts are displayed in the projected road between it and Trebizonde. The progress of the latter for the last three years elapsed since its commencement, has advanced it only to Jevizlik, six hours, or eighteen miles, from Trebizonde. The efforts of the able staff engaged are languid, totally devoid apparently of the energy and perseverance attaching to their class, and necessary to its prompt completion. Much may be effected by example; and I cannot help thinking that were the European engineers to offer practical advice, and show real desire to push on the labour with the same zeal they have been accustomed to in Europe, they would impart a little of it to the native labourers and staff, against whom they are constantly complaining, and so hasten its speedy achievement. In the Pashalik of Kharput, the execrable road about Kebban Maaden, on the high way between Siwass and Samsoun, is in course of reconstruction. As much as has yet been done reflects great credit on those engaged in the task. A breakneck path has been transformed into a really fine carriage road, the work solely of natives, unassisted by any scientific pretenders. The original intention was to have connected the three towns of Diarbekr, Kharput, and Siwass, by simultaneous works, to be completed in three years by the combined energy and action of the Governors

in their respective districts; but as such combinations for a common though national purpose, among contiguous Governors, seems always impossible in Turkey, so at the former and latter towns nothing serious has been carried out. At Diarbekr a large sum of money was collected from the inhabitants for this purpose, each person being called upon to contribute four days' labour, or the Government equivalent of 20 piastres (3s. 7½d.). The old paved road was destroyed, and then simply levelled; but such energy went no further, and no metalling or other means were employed to render the work serviceable. As soon as the rains commenced, therefore, men and horses sunk to the middle in a deep slough, where formerly the limbs of travellers and animals were in jeopardy from the rocky fragments composing the old paving. Most of the money collected has been frittered away uselessly, a large portion going into the pocket of the amateur engineer from the Diarbekr Mejliiss—a person who had some idea of sheep-tracks, but had never seen a road.

Real efforts have been made to perfect, or rather complete, the telegraphic communications. Erzeroom is now connected with Siwass by Erzingan; and in spring the lines between Erzeroom and Bayezid, and between Erzeroom, Moosh, Bitlis, and Van, will be completed. In the Diarbekr district the wire to Saert is at work, and will be joined to that of Bitlis during summer. Rates have been reduced one-half for the message of twenty words; but, on the other hand, an excess of ten words, or their fraction, is taxed at half the price of the former.

In reporting upon Kharput, I have spoken of the mines worked in that Pashalik. I will now briefly name similar mineral deposits in my district, that, though equally rich, seem, as they are uncared for, quite unknown. In the Kalkyt Kuzaa, near Teyrsoom, is an extensive lead deposit, from which the Greeks about easily extract the lead they require. It is situated in an isolated hill, thickly wooded, forming the end of a short spur from the Giaour Dagh. A similar deposit exists near Kamach, from whence the lead used in the Government military establishment at Erzingan is procured. The ore is very pure, and seems argentiferous. Near Eggil, eight hours from Arghana Maaden, at a place called Hosheen, is an old copper-mine lately ceded to a native Greek; and near it, at Demir Kapoo (Iron Gate), are two others of lead and iron. A very serviceable lignite coal is procured near Erzeroom; and seams of bituminous coal are frequent near Tchermook, not far from Suerek, eighteen hours from Diarbekr. Good coal crops out of the steep sides of the Merjan Boghaz, leading from Erzingan to the Deyrsim; and at a village in the Karoo Tchai district of the former; as also at Herbole and Shurnukh, in the Hajji Behram district, eight hours from Jezireh, in the Mardin Sanjak, a Kaimakamlik of the Diarbekr Government. In Shirwau and Berwaree districts of Saert (Diarbekr) are rich tin mines, and an unlimited supply of pure rock salt in large slabs like crystal. The same deposit is found in equally large quantities at Norsheen and Zeyreeke in the same district. The Turks are totally unable to guard them, and the Koords defraud the revenue by filching their supplies from thence. In the Deyrsim Dagh, about Halooree Vank, I saw fine copper strata; and near the old church, in the vicinity of some grotts, a tin deposit which the natives take to be silver. The whole of the Deyrsim, included between the rocky barren ranges to north and south, is one vast forest, abounding in vegetable wealth, more particularly valonia, and the excrescence of the oak, called *hantoof*, used here in lieu of galls. The deep waters of the Mezoor intersect it, joining the Murad Su above Peyrtek, navigable at all seasons by large rafts, from its very sources in the fruitful Ovajik plain. By it the large timber of the hills, and grain and cotton from the high-land valleys or plains, might be floated in any quantity to the southern

districts, where they are comparatively rare and valuable. But the country inhabited by the semi-independent Kizzilbash is a *terra incognita* beyond the control of any power or law. Travelling is unsafe, and for the merchant impossible, yet at one time it was a common thoroughfare. Paved roads led directly between Aleppo and Erzeroom, and between Kharput and Trebizonde, over their wooded hills and magnificent highlands. They have been travelled and partially described by Europeans; but the Venetian ambassador, Joseph Barbaro, was the last to profit by them; for although the paved traces of them exist, following a direct course through the Deyrsim, their usefulness ceased shortly after his time.

Diarbekr, April 18, 1867.

ITALY.

NAPLES.

Report by Mr. Consul-General F. W. Bonham on the Trade and Commerce of Naples for the Year 1866.

THE amount of British shipping at Naples during the year 1866 shows no recovery from the heavy falling off which occurred in 1865, as appears from the following Table:—

SHIPS ENTERED.

	1864.			1865.			1866.		
	Vessels.	Tons.	Crew.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.
Steam	128	96,529	...	130	93,150	...	132	96,188	3,761
Sailing	216	45,066	...	117	19,873	...	103	20,560	890
Total	344	141,595	5,807	247	113,023	4,822	235	116,748	4,651

These vessels brought the undermentioned cargoes in the years 1864, 1865, and 1866 respectively:—

Description of Cargoes.	1864.		1865.		1866.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
General	129	96,869	127	92,451	129	95,529
Salt fish of all kinds ..	57	6,873	37	4,225	27	3,105
Coals	74	23,737	37	9,839	42	11,449
Iron	56	7,808	32	4,724	22	3,716
Grain	18	4,190	1	279	..	..
Sugar	..	..	2	216	5	838
Spirits	..	..	1	110	..	..
Sundries and Ballast ..	10	2,618	10	1,179	3	307
Tobacco	..	..	..	..	1	769
Patent fuel	..	..	..	..	5	891
Petroleum	..	..	..	..	1	144
Total	344	141,595	247	113,023	235	116,748

Shipping under foreign flags, during the last three years, shows a continued decline, as follows:—

Flags.	1864.		1865.		1866.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
American	5	3,354	2	2,427	3	966
Austrian	19	5,786	40	12,735	34	11,429
Belgian	1	612	..	..	3	654
Danish	7	708	1	302	5	1,488
Dutch	58	15,376	41	15,183	46	16,324
French	382	127,856	321	124,542	264	81,477
Greek	141	31,019	184	43,048	127	27,876
Hanoverian	8	901	11	6,945	..	..
Hanseatic	4	2,398	1	400	..	..
Oldenburg	6	1,055	5	644	4	3,036
Prussian	7	1,773	7	1,096	17	2,455
Roman	4	206	..	..	..	..
Russian	14	3,531	14	5,363	16	8,345
Spanish	6	583	1	69	1	69
Swedish and Norwegian.	53	12,650	20	5,986	42	13,840
Turkish	8	713	15	2,404	12	1,810
Total	723	208,521	663	221,144	574	169,769

In regard to national (Italian) shipping at this port, it is not possible to speak with any certainty. As was the case in 1865, so also in 1866, no satisfactory information can be obtained, from the very irregular accounts kept at the Health Office. The Chamber of Commerce of this city, which published, in 1865, a report on the commerce and navigation of this port for the years 1863 and 1864, has discontinued the publishing of further annual reports, from the impossibility of obtaining reliable statistical information. A statement of the number and tonnage of Italian ships which arrived in Naples during the year 1866, not distinguishing steamers from sailing vessels, has been given to me by the captain of the port, and I annex it herewith; but I am unable to vouch for the accuracy of the returns either of 1865 or 1866. For the last three years these returns are as follows:

	1864.		1865.		1866.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Steam Vessels	894	262,652	..	..	..	..
Sailing „	3,090	200,313	..	..	..	..
Total	3,984	462,965	3,835	421,612	3,105	421,355

British shipping at the smaller ports in these provinces during the last year (1866) shows the following results, as compared with the two previous years:—

Ports.	1864.		1865.		1866.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Bari	25	4,256	19	2,480	20	2,717
Barletta	15	3,877	..	..	..	..
Castellammare	20	4,863	13	3,757	12	3,679
Catanzaro	..	..	2	335	1	130
Gallipoli	58	7,031	68	8,112	52	6,242
Gioja in Calabria	12	1,567	17	2,074	11	1,515
Manfredonia	11	4,256	..	..	..	..
Monopoli	4	677	..	..	2	257
Taranto	16	2,482	31	5,364	35	10,215
Total	161	29,009	150	22,122	133	24,755

GALLIPOLI ; GIOJA TAURO.

Of the above ports it may be mentioned that Gallipoli, in the province of Terra di Otranto, and Gioja in the province of Calabria Ultra Prima, are especially oil-shipping ports. The British vessels returned as having entered at those places carried no inward cargo, having gone there either in ballast, or laden merely with empty casks for the purpose of shipping oil.

CASTELLAMMARE DI STABIA.

Castellammare is the principal port in these provinces for importations of grain from the Black Sea. This commerce is very considerable ; it is mainly carried on in Greek and Italian vessels. Castellammare also possesses a Government naval arsenal, and several private ship-building establishments, and has a considerable amount of shipping.

Of the 12 British ships which entered Castellammare in 1866, a few were coal laden ; the greater number merely called there to take in empty casks on their way to Gioja to ship oil.

TARANTO.

Taranto exports a considerable quantity of olive oil, and, in favourable years, a certain amount of grain ; but during the last two years the grain crops have been deficient, and both grain and flour were imported during 1865 to the value of 2,840*l.*, and in 1866 to the value of 3,736*l.* The imports are unimportant ; during the last year those by British vessels consisted principally of coals for the use of the Italian navy ; thus of the 35 British vessels, measuring 10,215 tons, which entered that port in 1866, 22 vessels, measuring 8,288 tons, were coal laden ; the others were principally in ballast to load oil. The approximate value of other imports at Taranto, exclusive of coals and grain, amounted, in 1865, to only 12,600*l.* ; in 1866, to 13,900*l.* The exports, in 1865, were 169,000*l.* ; in 1866, 112,000*l.*

BARI.

Bari is, next to Naples, the most important commercial port in these southern provinces ; its foreign trade is considerable. The annexed Tables, compiled from returns published by the Chamber of Commerce of that city, show the amount of imports and exports of all kinds at Bari and the smaller ports in that province during the years 1865 and 1866 :—

IMPORTS at Port of Bari and of Province of Bari in the Years
1865 and 1866.

Articles.	1865.	1866.
	Value.	Value.
	£	£
Animals, viz., horses and mules	1,931	659
Sheep	2,698	108
Cheese	1,373	1,552
Chemical products	2,047	1,170
Coals	14,881	16,419
Cod and other salt fish	11,236	16,348
Coffee	22,953	27,465
Cotton manufactures	59,743	55,888
Cotton twist	17,362	14,705
Copper and brass	3,598	1,837
Dyes, &c.	1,425	651
Earthenware	1,546	1,405
Firewood	824	168
Flour	11,847	11,029
Glass and crystals	6,551	4,156
Grain, various	2,069	4,681
Hardware	4,961	3,781
Hemp and flax	1,409	398
Ditto, manufactures	3,077	1,935
Iron { Rough	24,751	10,099
Worked	7,055	9,298
Lead	292	204
Machinery	284	278
Paper and books	445	399
Pepper	2,166	1,719
Petroleum		2,500
Pigs		266
Oils, various	594	343
Hides, raw, salted, and prepared	1,119	1,073
Silk, manufactured	2,832	3,351
Spirits	8,976	4,895
Sugar	79,751	55,843
Wax	501	684
Wool	464	592
Woollen manufactures, also mixed	10,814	9,089
Wheat	2,367	5,808
Wooden manufactured articles	1,084	339
Wine	336	45
Sundries	389	407
Total	315,751	271,587

EXPORTS from Bari and Province of Bari in 1865 and 1866.

Articles.	1865.	1866.
	Value.	Value.
	£	£
Almonds, unshelled.	67,400	172,085
Anniseed	3,299	5,450
Bones of cattle	145	33
Chemical products	148	120
Cordage	753	235
Cotton wool	50,057	23,130
Dyes and tannery (galls)	815	545
Earthenware	243	68
Fruit, green, of all kinds	3,922	874
Ditto, dry (figs)	7,460	5,513
Grain, various.	16,306	10,010
Hides	558	332
Linseed	8,454	7,736
Maccaroni	899	1,023
Mustard seed	612	10,668
Oats	6,378	
Olive oil	576,785	503,198
Rice	379	43
Soap	1,127	546
Wheat	46,498	41,806
Wines	1,762	22,456
Sundries	366	734
Total	794,366	806,605

HARBOUR OF NAPLES.

The works on the breakwater to the west of the harbour have progressed steadily during the past year. About 300 metres of this work are now completed, and probably another hundred may be added during the present year. This breakwater is well and solidly constructed, and adds greatly to the general security of the harbour, by breaking the heavy swell which in bad weather drives in from the west. There is no other alteration to notice as regards the harbour.

TRADE.—IMPORTS AND EXPORTS.

The annexed Tables, compiled from returns courteously furnished to me by the Director-General of the Customs, show the total values calculated in pounds sterling, of imports and exports at Naples during the years 1865 and 1866, from and to all foreign countries, as well in foreign s in national vessels.

The large increase in the value of exports to France in 1866 is mainly owing to the shipment to that country of about 300,000*l.* in bullion.

Countries.	Imports.		Exports.	
	Value.		Value.	
	1865.	1866.	1865.	1866.
	£	£	£	£
Great Britain & British Possessions	1,889,181	1,672,689	319,860	264,126
Austria	86,032	163,874	4,108	1,313
Belgium	16,749	41,264	80	1,940
Denmark	..	..	11	247
Egypt	1,177	5,514	11,154	13,058
France and Algeria	1,989,785	1,369,558	638,164	1,002,089
Greece	14,062	5,860	3,230	2,260
Hanse Towns	26,929	22,483	1,532	35
Holland	289,601	321,371	25,355	32,651
Leghorn (free port)	760,569	483,081	2,848	7,964
Mexico	1,700	..	..	..
Portugal	57,453	31,745	..	109
Prussia and Zollverein	11,325	16,311	2	2,184
Rome	64,162	58,697	32,188	23,343
Russia	18,140	9,332	1,357	696
Spain	10,849	13,242	366	311
Sweden	19,248	25,801	73	18
Switzerland.. .. .	1,484	..	..	..
Tunis	656	33	2,924	12,934
Turkey	376,974	379,546	9,104	2,002
United States of America.. .. .	45,018	187,375	17,421	34,479
Total.. .. .	5,681,094	4,807,806	1,069,777	1,401,759

The above imports and exports being divided, in the Custom-house returns, into 20 categories or classes of articles, I also annex Tables showing the total value in pounds sterling of each class of articles imported and exported in 1866 from and to the under-mentioned countries:—

IMPORTS (in £ Sterling).

Category.	Description.	England.	France and Algeria.	Leghorn (Free Port).	Holland.	Turkey.	Rome.	United States of America.	Other Countries.	Total.
1	Liquids, viz., Mineral and other Waters, Oil, Wine, Spirits, and Fermented Liquors ..	22,428	60,308	5,182	1,725	..	371	4,987	22,505	117,506
2	Colonials, viz., Sugar, Coffee, &c., also Dyes, Medicinals, Chemicals, Sponges, Soaps, Wax, and Perfumeries ..	171,092	361,314	54,997	800,360	1,550	175	715	32,131	922,334
3	Fruits, Seeds, Plants, Garden Stuffs ..	71	1,032	751	5	..	120	..	..	1,979
4	Animal Substances, viz., Butter, Eggs, Candles, Cheese, Salt Provisions, Grease of all Sorts, Honey, &c ..	532	7,095	1,880	444	..	16,614	..	143	26,658
5	Fish, Salted or in Oil ..	86,281	19,563	8,936	..	..	89	..	17,452	132,321
6	Live Animals ..	37	1,838	46	..	..	473	..	..	2,414
7	Hides of all Sorts, Leather, and Manufactures of ..	37,885	81,488	132,214	2,558	118	381	..	11,838	266,482
8	Hemp and Flax, Raw, and Manufactures of ..	58,404	26,459	17,176	10	..	6,694	..	5,064	113,307
9	Cotton, Raw, and Manufactures of ..	665,683	107,351	66,993	6	..	1,782	11,829	444	854,088
10	Wool and Hair, ..	99,123	163,663	118,346	14	..	1,133	..	6,445	388,724
11	Silk, Raw, ..	18,590	162,133	15,000	..	..	4,284	..	650	200,557
12	Cereals, Flour and Macaroni ..	281	13,559	13,394	..	375,375	17	6	89,856	492,488
13	Timber of all Sorts, Manufactures in Wood, Charcoal ..	139	3,762	5,662	1,574	2,496	19,400	1,149	59,400	93,582
14	Paper and Books ..	5,843	19,627	1,856	75	..	1,480	..	25	28,906
15	Mercery, Hardware, Machinery, Clocks and Watches, Musical Instruments, and Miscellaneous Articles ..	39,975	127,062	17,764	1,939	..	4,796	..	3,375	194,911
16	Iron, Copper, Lead, and other Metals, and Manufactures of ..	320,875	136,185	6,919	12,455	..	395	..	59,730	536,559
17	Gold and Silver, Worked and Unworked, and Precious Stones ..	37	35,853	7,514	..	..	226	..	261	43,391
18	Coal and Bitumen, Stone and Marble, Sulphur ..	111,233	3,990	1,145	..	..	97	1,054	393	117,912
19	Earthenware, Porcelain, Crystal, Glass, and Mirrors ..	12,673	36,693	1,139	..	7	85	167,685	18,502	68,999
20	Tobacco ..	21,507	1,593	6,217	206	..	85	..	7,245	204,488
	Total ..	1,672,689	1,369,588	483,081	321,371	379,546	58,697	187,375	335,459	4,807,806

EXPORTS (in £ Sterling).

Category.	Description.	England.	France and Algeria.	Leghorn.	Holland.	Turkey.	Rome.	United States of America.	Other Countries.	Total.
1	Liquids, viz., Mineral and other Waters, Oil, Wine, Spirits, and Fermented Liquors ..	1,888	30,999	9	2,089	79	16,973	140	1,132	53,289
2	Colonials, viz., Sugar, Coffee, &c.; also Dyes, Medicines, Chemicals, Sponges, Soaps, Wax, and Perfumeries ..	119,402	125,925	1,983	20,546	7	103	9,449	2,082	279,497
3	Fruits, Seeds, Plants, and Garden Stuffs ..	31,252	150,003	4	6,045	297	620	16,080	6,414	210,720
4	Animal Substances, viz., Butter, Eggs, Candles, Cheese, Salt Provisions, Grease of all sorts, Honey, &c. ..	22,531	26,094	69	..	45	7	..	1,379	50,125
5	Fish, Salted or in Oil ..	1	2	..	..	4	1,107	..	40	1,154
6	Live Animals ..	15	50	..	..	..	..	..	..	65
7	Hides of all Sorts, Leather, and Manufactures of ..	1,679	34,941	82	4	32	308	..	536	37,632
8	Hemp and Flax, Raw, and Manufactures of ..	2,941	25,685	4,126	87	77	1,404	6,293	712	41,325
9	Cotton, Raw, and Manufactures of ..	1,233	71,737	43	1,278	..	..	..	130	74,481
10	Wool and Hair, and Manufactures of ..	1,174	46,432	249	..	5	313	..	25	48,198
11	Silk, Raw, and Manufactures of ..	5,664	115,143	351	..	..	48	..	439	121,645
12	Cereals, Flour, and Macaroni ..	2,101	13,950	..	570	500	989	81	6,975	25,166
13	Timber of all Sorts, Manufactures in Wood, Charcoal ..	534	366	..	..	114	110	1	808	2,433
14	Paper and Books ..	1,533	657	..	80	12	48	..	794	3,124
15	Mercery, Hardware, Machinery, Clocks and Watches, Musical Instruments, and Miscellaneous Articles ..	11,245	32,355	284	1,884	32	317	1,957	500	48,574
16	Iron, Copper, Lead, and other Metals, and Manu- factures of ..	58,898	16,770	753	68	19	427	..	595	77,530
17	Gold and Silver, Worked and Unworked, and Precious Stones ..	1,460	305,542	..	..	..	..	..	123	307,130
18	Coal and Bitumen, Stone and Marble, Sulphur ..	442	323	..	..	2	568	407	95	1,837
19	Earthenware, Porcelain, Crystal, Glass, and Mirrors ..	93	4,526	11	..	727	..	71	12,321	17,749
20	Tobacco ..	..	84	..	..	..	1	..	..	85
	Total ..	264,126	1,002,089	7,964	32,651	2,002	23,343	34,479	35,105	1,401,759

The exact quantities of salt-fish imported during the last three years, principally from British North America, has been as follows :—

Description.	1863-4. (In 72 Ships.)	1865-6. (In 45 Ships.)	1866-7.	
	Cwts.	Cwts.	Cwts.	No. of Ships.
Cod-fish	98,146	78,863	56,000	21
Stock-fish	20,593	24,000	27,000	13
Cornish Pilchards ..	37,375	9,000	16,500	5
Spanish	16,270	..	6,400	2
Herrings	6,010	1,100	4,700	{ 1 Vessel & Steamers
Total	178,394	112,963	110,600	..

Subjoined are prices of some of the principal imports and exports at Naples during the year 1866. These prices are calculated at the exchange of 26·50 lire to the £ sterling.

Imports.

	D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Bar Iron	cantaio	5	20	to	5	50	=	9	10	1	to 10 1 1 ton.
Sheet Iron	..	8	0	8	50	14	12	10	15	10	9 "
Codfish, Gaspé ..	..	16	0	17	0	1	9	3	1	11	1 cwt.
.. St. John's ..	..	13	0	15	0	1	3	9	1	7	5 "
.. Labradore ..	..	10	0	14	0	0	18	3	1	5	7 "
Pilchards	bhd.	25	0	31	0	4	0	2	4	19	5 bhd.
Herrings	barile	5	0	8	0	0	16	1	1	5	7 barrel.
Stockfish	cantaio	10	0	16	0	0	18	3	1	9	3 cwt.
Sugar, refined ..	..	26	0	29	0	2	7	6	2	13	0 "
Coffee	..	44	0	65	0	4	0	5	5	18	10 "
Coals	..	0	85	00	90	1	11	1	1	12	11 ton.
Rum	gallon	0	80	1	0	0	2	6	0	3	2 gallon.
Hides, dry	cantaio	40	0	50	0	3	13	2	4	11	9 cwt.
.. salted	..	24	0	25	0	2	3	10	2	5	9 "

Exports.

	D.	G.	D.	G.	£	s.	d.	£	s.	d.	
Madder Roots, 18 months } ..	cantaio	12	0	to	14	50	=	21	18	9	to 26 10 2 ton.
Madder Roots, 30 months }	..	12	50	15	0	22	17	1	27	8	6 "
Cream of Tartar ..	lb.	0	11½	0	14	2	18	8	3	11	4 cwt.
Liquorice	cantaio	26	0	34	0	2	7	6	3	2	2 "
Olive Oil, Gallipoli ..	salma	43	0	47	0	49	13	1	54	5	5 tun.
.. Gioja	botta	102	0	123	0	42	16	7	51	12	9 "
Bones	cantaio	1	95	2	0	3	11	4	3	13	1 ton.
Wool	..	50	0	90	0	4	11	9	8	4	7 cwt.
Almonds	..	36	0	42	0	3	5	10	3	16	9 "
Linseed	tomolo	2	40	2	70	2	1	7	2	6	9 quarter.
Green Fruit	box	4	20	8	0	0	13	5	1	5	8 box.
Cotton	cantaio	60	0	72	0	5	9	8	6	11	8 cwt.
Raw Silk	lb. of 12 oz.	6	50	8	10	1	9	6	1	16	9 lb. of 16 oz.

The following are the monthly rates of exchange and prices of the public funds in Naples during the year 1866 :—

	Italian 5 per cent. Funds.				Exchange on London per £ Sterling.			
	Highest.		Lowest.		Highest.		Lowest.	
	D.	G.	D.	G.	D.	G.	D.	G.
January	63	15	61	95	24	75	24	75
February	62	55	60	85	24	75	24	75
March	63	5	58	40	24	75	24	75
April	58	0	47	10	24	90	24	75
May	51	50	44	0	26	0	24	90
June	48	5	37	90	28	25	26	0
July	62	70	48	0	28	25	26	75
August	59	15	55	45	26	25	26	25
September .. .	62	0	58	70	26	25	25	75
October	60	50	58	35	26	0	25	75
November .. .	59	65	57	50	26	0	26	0
December .. .	59	75	56	55	26	0	26	0
During the Year..	63	15	37	90	28	25	24	75

The year 1866 was, in every respect, a most unfavourable one for commercial affairs in Naples. Cholera, which had ceased its ravages in this city and in other parts of these southern provinces towards the end of December 1865, broke out again early in the month of August 1866, and continued to rage with more or less intensity until the end of November. During these months, or the greater part of them, Naples was placed in quarantine, not only with foreign, but with other Italian ports. Commerce was very greatly interrupted, and much distress prevailed amongst the trading and labouring classes. There was little employment to be had, and the prices of provisions were high. Earlier in the year, however, various causes, amongst which may be mentioned the uncertainties connected with the war and the financial position of the country, had brought about a commercial crisis, which checked all trading operations. The public funds (Five per Cents.) fell in the month of April to 47, in May to 44, and in June to below 38. At the beginning of May a forced paper currency was introduced. This measure, together with the levying of an income-tax augmented to nearly 10 per cent. on the annual income, very irregularly apportioned, and extending as low as to incomes of 250 lire (10*l*.) a-year, added much to the already existing difficulties, and occasioned excessive discontent amongst the population.

It is not alone the ordinary taxation which has increased during the last few years; there has been also a heavy augmentation in the octroi or consumption duties in this city. In the course of the years 1862 and 1863 octroi duty was first levied on several articles which had not previously been subjected to that impost; again, in March 1864 the octroi duties on grain, which had been abolished in 1860, during the dictatorship of General Garibaldi, were re-imposed, and the duties on other articles augmented. The annexed returns, received from the municipality, and which are official, show that the amounts levied for octroi duties in 1865, which, as already mentioned, was a year when Naples was afflicted with cholera, reached the sum of 375,588*l*., which, calculating the population of this city at 450,000 inhabitants, would be at the rate of about 17*s*. per head yearly. In 1861 the octroi duties amounted to only 126,389*l*.. These returns further show that, in 1866, there has been a decrease in the amount of almost every article of ordinary consumption. The quantities of grain, flour, maccaroni, and the like, brought into Naples, and on which octroi duty was paid, in 1865, amounted to 1274,012 cwts.; in 1866, only 1,070,102 cwts. of

these articles paid duty at the city barriers, being a decrease in the quantity entered for consumption of about 16 per cent. Some of this decrease may be attributed to the greater development of smuggling, which, owing to the high rates of duty, is now organised on an extensive scale; but the population generally is probably in a less prosperous condition than it has been.

A new tariff of octroi duties came into operation on the 1st January of this year, which further augments the charges on many articles of ordinary consumption.

These articles hitherto, as paying a heavy customs duty on importation, had been lightly taxed at the octroi; for example, the duties have been raised on—

		<i>s.</i>	<i>d.</i>		<i>s.</i>	<i>d.</i>	
Salt Meat	from	6	0	to	10	0	per cwt.
„ Fish		0	7½		1	7	„
Lard, Grease, &c. ..		3	2½		10	0	„
Coffee		1	0		5	7	„
Cocoa		1	7		4	0	„
Sugar		0	7½		5	2	„

A very considerable portion of the receipts expected from these increased duties will inevitably be lost by the activity of the smugglers and the heavy expenses incurred in endeavouring to check them.

TABLE showing the Amount of Octroi Duties levied at Naples during the undermentioned Years.

Description of Articles.	1861.		1862.		1865.		1866.	
	Quantities.	Duty. £	Quantities.	Duty. £	Quantities.	Duty. £	Quantities.	Duty. £
Sheep, Goats, &c.	No.	107,640	228,215	8,609	241,113	9,645	209,013	8,360
Horned Cattle	"	23,446	23,504	17,475	27,540	20,748	26,355	18,870
Pigs ..	"	40,438	33,932	9,945	49,995	16,998	58,226	18,632
Fresh Meat ..	"	125	2,700	761	978	290	918	281
Lard ..	"	753	9,210	2,060	3,036	494	2,799	456
Sausages, &c.	"	2,408	4,135	1,192	5,195	1,587	3,107	949
Cheese of all sorts	"	16,960	26,722	5,086	48,310	9,250	52,243	9,866
Almonds ..	"	4,471	4,559	453	2,776	283	2,686	274
Honey ..	"	791	2,244	230	4,674	143	4,459	136
Wine ..	"	7,775,064	9,067,344	41,216	8,582,305	109,570	8,177,522	104,367
Spirits ..	"	42,768	137,808	2,377	79,033	3,197	86,406	3,587
Beer ..	"	9,533	16,259	144	40,986	522	28,930	369
Oils ..	"	4,619	5,882	25,520	6,070	25,689	4,891	20,700
Firewood	"	"	"	1,565	"	2,643	"	2,113
Charcoal ..	"	"	"	1,921	"	3,060	"	2,904
Lime ..	"	"	"	5,336	"	7,726	"	5,859
Oats and Barley	"	43,855	42,427	3,551	73,523	4,537	63,039	3,896
Carouba Beans	"	"	"	3,776	63,663	3,889	57,406	3,507
Hay and Straw	"	"	"	1,993	"	2,241	"	1,952
Coffee ..	"	"	"	"	14,413	734	25,492	1,296
Cocoa ..	"	"	"	"	1,518	124	1,167	95
Sugar ..	"	"	"	"	75,751	2,314	106,280	3,246
Wax ..	"	"	"	"	2,819	574	3,216	657
Rum ..	"	"	"	"	23,093	1,008	33,682	1,470
Soap ..	"	"	"	"	1,787	203	2,742	316
Stearine	"	"	"	"	1,968	481	1,811	443
Bran ..	"	"	"	"	84,377	859	95,073	968
Coals ..	"	"	"	"	15,673	646	32,624	1,360
Timber	"	"	"	"	"	2,175	"	2,266

TABLE showing the Amount of Octroi Duties levied at Naples during the undermentioned Years—continued.

Description of Articles.	1861.		1862.		1865.		1866.	
	Quantities.	Duty. £	Quantities.	Duty. £	Quantities.	Duty. £	Quantities.	Duty. £
Bones ..	..	..	..	..	472	29	592	36
Spermaceti ..	..	..	..	..	238	97	267	109
Foreign Wines, barrels	..	..	..	..	3,314	120	2,108	77
" bottles	..	..	..	..	14,465	173	3,972	48
Foreign Liqueurs ..	..	..	..	..	8,979	215	3,362	81
Fish in Oil ..	..	..	..	..	7,706	523	15,846	804
Salt Cod Fish, &c. ..	..	..	..	..	121,766	3,690	95,807	2,326
Effervescing Waters	..	..	..	..	22,088	100	8,652	40
Wheat (Grain)	..	..	..	..	553,462	45,571	410,341	33,424
" (Flour)	..	..	..	..	377,461	35,341	349,862	32,795
Bread and Biscuit ..	..	..	..	..	4,125	420	2,594	564
Macaroni ..	..	..	..	..	303,991	30,932	280,976	28,609
Indian Corn and Meal	..	..	..	..	27,477	1,119	25,985	1,058
Oatmeal ..	..	..	..	..	1,496	152	354	36
Rice ..	..	..	..	..	5,985	609	10,043	1,022
Linseed ..	..	..	..	..	20,932	832	19,237	783
Fowls ..	..	..	..	..	655,970	2,624	476,103	1,904
Beans, Lentils, &c. ..	..	..	..	..	5,207	297	4,632	218
Tea ..	..	..	..	..	4,246	38	4,670	42
Pepper and Spices ..	..	..	..	..	2,560	129	3,947	201
Olives ..	..	..	..	..	9,753	397	4,737	195
Snow ..	..	..	..	..	80,820	16,675	68,708	13,991
Head Tax on Milk Cows	..	1,109	..	1,055	..	944	..	988
Stamps and Weighing	..	11,482	..	5,520	..	3,861	..	3,628
10 per cent. (abolished in May, 1862)	..	224	..	3,633	..	..	..	..
Sundries ..	..	..	..	..	..	25	..	7
Total ..	..	126,389	..	143,418	..	375,588	..	342,481

CROPS.

Olive Oil.—The reports from all parts of the country concur in representing last year's produce of olive oil as deficient in quantity, and of bad quality, the olives having been much injured by worms; owing to its scarcity, however, prices ruled high. The Vice-Consuls at Monopoli and Catanzaro (in Calabria) report the olive crop as almost a total failure in their respective districts. In other places it appears to have amounted to from a third to a half of a fair ordinary crop. The shipments of this produce from the oil-shipping ports in the provinces where there are British Vice-Consuls have varied but little during the last two years; both have been unfavourable years for the olives. Subjoined are the particulars:—

AMOUNTS of Olive Oil exported from—

	1865.		1866.	
	Tuns.	Value.	Tuns.	Value.
		£		£
Bari.. ..	9,449	406,285	7,926	419,295
Castellammare	61	2,651	35	1,648
Gallipoli	4,603	218,733	6,989	370,736
Gioja	7,142	393,570	6,215	279,657
Taranto	2,973	117,000	2,227	199,520
Total	24,228	1,138,239	23,392	1,180,856

Silk.—The silk crop in these provinces, in 1866, was perhaps the worst ever known. The whole quantity produced is believed not to have exceeded 300 bales, about 120,000 lbs. The greater portion of this silk was produced from Japan seed (eggs). The continuance of disease amongst the silkworms has thus almost destroyed the production of this valuable article of export. This disease is stated to have commenced in 1853, since which time there has been a steady yearly diminution in the produce of silk. The annual produce at and prior to that date (1853), I cannot with any certainty ascertain; but the crop in 1859 was still estimated to have produced 2,500 bales, or about 1,000,000 lbs. The crop of 1864 produced about 1,000 bales, or 400,000 lbs.; that of 1865, about 500 bales, or 200,000 lbs.; and that of 1866, about 300 bales, or 120,000 lbs. The above quantities, at the valuation of 30s. per lb., indicate a diminution in export produce from these provinces, during the last few years, of not less than 1,200,000*l*.

Madder Roots.—The crop of madder roots gathered in 1866 is estimated to have been about 125,000 cantars (218,750 cwt.), or 25,000 bales, principally grown in the neighbourhood of Naples. Of this produce, about 2,000 bales may have been retained for home use; of the remainder, probably four-fifths were exported to France, where it is particularly used in the manufactories at Avignon; the remaining fifth to England and Holland. The produce in 1865 was about 150,000 cantars (262,400 cwt.), or 30,000 bales. The deficiency in the amount produced last summer was owing to want of rain, not to a diminished area of cultivation.

Liquorice.—From 10,000 to 12,000 cases of liquorice, each case containing about 190 lbs., are annually produced in these southern provinces. Most of it is brought to Naples, and thence shipped for abroad. Last year's crop was a fair average one.

Cotton.—The cultivation of cotton on a large scale, in these provinces, as an important article of export, appears to have failed. No exact statistics are procurable, but the best information I can obtain leads me

to believe that the area of land planted with cotton in 1866, in the provinces of Naples, Salerno, and Terra di Lavoro, was about one-third of that planted in 1865. The yield was relatively very much better, and the quality good; but it is an uncertain crop in this climate, and I believe land is found to pay better under other cultivation. The area planted with cotton this year is again less than in 1866.

Wheat and Maize.—The crops of grain and maize were generally deficient throughout these provinces in 1866, owing to long continued want of rain.

RAILWAYS.

In regard to railways, some progress has been made during the past year. The line intended to connect Naples with Foggia, the chief town in the province of Capitanata, and thus with the Adriatic coast, by way of Caserta, Benevento, and Bovino, is in course of construction. The portion which connects Naples with Caserta, by way of Aversa, is completed; but as the original line from Naples to Caserta, by Maddaloni, which forms a portion of the Roman Railway, has already been open for some years, this additional line to Caserta is of no importance, as far as the public are concerned.

Between Caserta and Benevento the works are being pushed forward with activity, and it is expected that portion of the line will be completed early in 1868.

Between Benevento and Bovino some heavy engineering works occur, especially a long tunnel near Ariano. That portion of the line will not be completed before the middle or end of the year 1869. From Bovino to Foggia the line is already opened.

On the Eboli line, the small break which existed between Vietri and Salerno has been completed and opened to traffic. This line was originally intended to branch off from Eboli in two directions, viz., one branch going to Foggia by way of Conza; the other to Potenza, the principal town in the province of Basilicata, and thence to Taranto, thus bringing Naples into direct communication with the south. It was opened to Eboli in 1863.

Owing, I believe, to engineering difficulties, the intention to continue this line beyond Eboli appears to have been altogether abandoned. No works are now going on beyond that town in the direction of Potenza; and, as above stated, the line to connect Naples with Foggia is now in course of construction, by way of Benevento.

In the south, the line from Bari to Taranto, a distance of about 124 kilometres, is open as far as Gioja (52 kilometres). The works are going on, and it is expected that in the course of this year it will be further opened from Gioja to Castellaneta (23 kilometres). From Taranto to Palagianello (29 kilometres), the line is already in working condition for the transport of materials; and might be opened for traffic if it offered any prospect of paying its expenses. In the remaining link of this line, viz., from Palagianello to Castellaneta, a distance of about 18 kilometres, there are considerable engineering difficulties; but the works are progressing, and it is expected this line will be completed at no very distant date.

On the Calabro-Sicilian line, little or nothing was done during last year.

A great number of workmen have been employed, during the last year, on the large central railway station in Naples, and much progress has been made in it. All the railway lines of Naples—viz., the Roman, Castellammare-Eboli, and Benevento-Foggia—will have their termini at

this station, which there is little doubt will be completed in the course of the present year. It is already partially opened.

PUBLIC WORKS.

There is little to be said as regards public works in Naples. Nothing was done, during the past year, towards improving the drainage, or increasing the water supply for the necessities of the city. Both are urgently required. Whether the population has increased, or the ordinary supplies of water have diminished, there is no doubt that every recurring summer witnesses severe and increasing distress amongst the poorer classes from want of water. The recurrence and persistence of cholera, during so many months in the last two years, may probably, in great measure, be attributed to these two causes, viz., bad drainage and want of water.

Numerous projects for bringing supplies of water to Naples, by pipes or aqueducts, have been submitted to the Municipal Council during the last six years ; but as yet no decision has been come to, and no measures adopted to remedy these great evils.

Naples, May 25, 1867.

COMMERCIAL REPORTS

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FROM

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1867.

R U S S I A.

Report by Mr. Consul T. Michell on the Finances of the Russian Empire.

I.—GENERAL CONDITION OF THE FINANCES.

SINCE the year 1862, the revenue and expenditure of the Russian Empire have been officially submitted to the criticism of the public in a form which has gradually improved in clearness and completeness of statement. The difficulties with which the Imperial Minister of Finance has had to contend in bringing the public accounts into their present order have necessarily been of the gravest character. The several Departments of the State, as they grew in importance with the expansion of the Empire, succeeded in establishing independent systems of finance under which they accumulated and funded the balances of the sums allotted to them out of the common Exchequer, which, on its own part, had only been at intervals, during the administration of powerful Ministers, under any efficient control. The form of government prevalent in Russia up to the present reign necessarily promoted disorder in the accounts of revenue and expenditure, which were but hurriedly examined and passed, in the strictest secrecy, under the sign manual and the words "so let it be."

The estimates made under such circumstances were to a very great extent fictitious. The Ministers expended, without any warrant or account, large sums drawn from their deposits in the credit institutions of the empire. From Returns recently published it would appear that even in the early part of the reign of the Emperor Nicholas, when the currency was in a most satisfactory condition, and when the policy and the acts of the Imperial Government seemed to betoken a flourishing state of the exchequer, the actual excess of expenditure over receipts necessitated a recourse to heavy loans from the state banks and from the Commission for the Extinction of the Public Debt. Thus the average deficits for the years between 1832 and 1852 amounted to 27,219,810 roubles (4,309,800*l.*), while the war years of 1852-56 brought with them deficits that averaged 175,504,400 roubles, or 27,788,197*l.** At the same time the ordinary revenue was steadily on the increase, that of 1852 being 44 per cent. above the receipts of 1832. The mischief, however, lay in the increase of the expenditure at a far more rapid rate—namely, 97 per cent. per annum.

These yearly deficits were covered, without attracting attention, by sums withdrawn from banks and other institutions under Government, in which the public were then in the habit of depositing their money.

From 1840 the Russian Government became again a borrower of foreign capital, and to this day continues to make loans, almost annually, either in London or Amsterdam. The foreign loans appropriated to the deficits between 1840 and 1861, amounted, together, to 228,384,904

* This deficit is far from showing the entire financial burden of the Crimean War. The increase of taxation, and the contributions in kind exacted from the people, must be taken into account.

roubles (36,000,000*l.*). At the same time the sums taken from the credit institutions between the years 1832 and 1861 represent the large total of 557,000,000 roubles, or about 88,000,000*l.* sterling; the loans from the Commission for the Extinction of the Public Debt, about 90,000,000 roubles (14,000,000*l.*);* the issue of paper money, 407,000,000 roubles (64,000,000*l.*); and lastly, the issue of treasury bills, 93,000,000 roubles (14,500,000*l.*). In fact, the total of the financial expedients resorted to between the years 1832 and 1861, may be briefly stated as follows:—

	Roubles.	£
Foreign Loans.. .. .	228,385,000	= 36,000,000
Loans from Banks	557,000,000	88,000,000
" Commission for Extinc- tion of Debt }	90,000,000	14,000,000
Issue of Bank Notes	407,000,000	64,000,000
" Treasury Bills	93,000,000	14,500,000
Total	<u>1,375,385,000</u>	<u>= 216,500,000</u>

or at the average rate of 7,000,000*l.* per annum.

These figures have been extracted from a statistical work in the Russian language, recently published by the Ministry of the Interior, which has thus for the first time made known the results of the audit of the Public Accounts up to the year 1861. In the absence of any Public Account of the actual appropriation of the Revenue under the several heads of Expenditure, the following Table, taken from the work in question, affords the most valuable materials for a study of the resources of the Russian Empire. It shows clearly the chronic nature of the evils with which M. de Reutern, the Present Minister of Finance, had to contend when he began the publication of the budgets, which are now marshalled side by side in the next Tabular Statement:—

* The system of periodical occult loans was practically abandoned in 1858, only a few millions were thus borrowed between 1858 and 1861, when the practice was finally given up.

TABLE showing the Actual Revenue and Expenditure of the Russian Empire, and the Extraordinary Resources of the Imperial Treasury, between the Years 1832 and 1861.

Year.	Revenue.	Expenditure.	Actual Excess of Expenditure.	Extraordinary Resources to Cover Deficits.				
				Foreign Loans.	Loans from Credit Institutions of the State.	Loans from Commissions for Extinction of Public Debt.	Issue of Credit Bills (Paper Money).	Issue of Treasury Bills.
1832	137,047,285 68	141,889,640 33	4,842,354 65	...	2,919,900 0	1,922,454 65	...	...
1833	131,969,867 42½	141,442,338 42½	9,472,471 0	...	7,701,042 43	1,771,428 57	...	...
1834	129,421,455 48½	150,738,107 46½	21,306,641 98½	...	20,001,342 85	1,385,299 12½	...	...
1835	132,695,308 76	167,740,976 42	13,045,667 65½	...	14,352,535 71½	693,131 94½	...	...
1836	160,160,245 99½	166,706,181 10½	6,545,935 11½	...	6,925,742 85½	620,192 25½	...	...
1837	158,436,560 97½	163,910,059 20½	5,373,498 22½	...	4,889,400 0	484,093 22½	...	...
1838	134,435,143 49½	170,432,879 40	10,997,735 90½	...	7,550,001 71½	3,447,734 19½	...	...
1839	165,181,097 5½	187,979,037 0½	22,797,940 45½	...	10,357,047 14½	3,838,314 80½	...	...
1840	163,130,240 54½	187,979,037 14½	24,848,797 74½	1,451,533 76	6,476,034 14½	14,861,808 70	...	...
1841	176,609,823 14	195,767,490 72	19,157,667 58	4,061,661 44	2,310,714 12	12,785,292 2	...	...
1842	183,926,346 46½	210,546,635 16½	26,620,288 70	5,770,033 16	9,232,539 71	11,617,715 83	...	...
1843	188,332,021 17½	211,513,157 16½	23,181,135 93½	7,972,227 63	15,208,908 36½	500,000 0	...	...
1844	194,813,321 50	221,831,544 77½	27,018,223 21½	11,992,133 93½	14,526,089 33½	...	...	...
1845	196,947,527 83½	224,082,770 17½	27,135,242 93½	11,676,370 88½	15,458,872 5	...	...	...
1846	213,750,475 23½	244,721,359 16½	30,970,883 93	10,553,877 8	16,654,745 0	...	...	...
1847	209,863,860 53	244,973,351 33	35,109,490 85	60,773 48	15,907,161 73	3,762,261 85	...	...
1848	222,073,827 46	284,188,026 81	62,114,199 55	10,625,234 0	27,493,911 51	7,141,535 59	...	...
1849	211,037,247 97½	270,465,571 98½	59,428,324 1	2,554,161 14	40,073,517 11½	3,090,655 29½	...	12,000,000
1850	224,640,573 82½	287,186,494 33½	62,545,920 50½	15,113,113 50½	43,717,07 0	1,800,645 73½	3,000,000	15,000,000
1851	224,911,120 41½	250,615,100 0½	55,703,979 59½	13,656,292 82	36,632,086 77	315,000 0	1,000,000	12,000,000
1852	248,228,612 4	280,259,044 50½	32,030,432 46½	3,434,434 90½	26,045,152 81½	415,000 0	...	3,000,000
1853	261,913,738 36	313,085,778 41½	51,172,040 5½	...	45,914,696 91½	3,530,844 74½	...	...
1854	260,540,684 15½	383,758,008 23½	123,218,324 7½	17,331,320 72½	87,836,903 43½	5,257,353 14	...	13,000,000
1855	261,191,433 22½	525,369,770 18½	264,158,336 81	30,548,800 51	30,401,516 30	2,000,000 0	198,900,00	...
1856	333,587,989 76	619,865,624 13½	286,277,635 42½	35,863,523 11½	24,446,211 31½	1,500,000 0	191,967,000	15,000,000
1857	309,412,680 18½	347,853,645 47½	38,442,765 29	6,136,896 35	15,106,858 94	...	12,200,000	6,000,000
1858	338,360,037 99	363,556,475 0½	4,996,437 1½	752,225 32	4,241,210 69½	...	...	...
1859	344,703,157 0½	350,514,917 77	5,811,760 76½	280,975 76½	5,530,785 0	...	...	...
1860	386,916,431 21	438,239,223 23	51,322,792 2	34,600,000 0	1,722,792 2	...	...	...
1861	411,584,163 45½	413,796,556 45½	2,212,693 0	...	...	2,212,693 0	...	15,000,000

STATEMENT of the Budgets of the Russian Empire for the Years 1862-66.

Receipts.		1862.	1863.	1864.	1865.	1866.	Expenditure.		1862.	1863.	1864.	1865.	1866.
I. Ordinary Revenue—		Silver Roubles.	Silver Roubles.	Silver Roubles.	Silver Roubles.	Silver Roubles.	I. Ordinary Expenditure—		Silver Roubles.	Silver Roubles.	Silver Roubles.	Silver Roubles.	Silver Roubles.
1. Taxes—							1. Public Debt		54,296,188	57,487,218	59,637,803	64,290,556	68,586,684
a. Direct		55,255,929	43,529,521	45,399,433	44,383,861	44,599,641	2. Superior State Departments		928,905	1,216,003	1,203,455	1,197,157	1,231,025
b. Indirect		198,431,075	169,157,162	191,226,115	188,762,768	181,704,860	3. Clergy		4,661,098	5,133,817	5,361,942	5,806,210	6,079,764
2. Royalties		...	...	...	...	...	4. Imperial Household		2,957,905	7,755,444	7,755,444	7,755,444	7,717,419
3. State Domains		...	...	...	...	...	5. Foreign Office		2,250,015	2,109,533	2,084,063	2,186,909	2,222,116
4. Miscellaneous		...	...	...	...	...	6. Army		111,630,382	115,377,167	137,331,678	127,972,663	116,592,365
5. Revenue of the Transcaucasus		...	...	...	...	...	7. Navy		20,389,631	18,023,793	21,684,339	22,322,438	21,636,417
		3,101,724	3,081,838	3,453,642	3,453,642	3,693,123	8. Finance Department, Collection of Taxes, &c.		51,871,948	53,972,246	58,446,869	61,406,293	64,078,713
		...	...	...	...	...	9. Imperial Domains		5,152,400	9,149,332	9,119,201	9,285,826	9,489,773
		...	...	...	...	...	10. Administration of Colonies in South of Russia		266,373	431,619	179,344	158,953	157,647
		...	...	...	...	...	11. Home Office		7,477,206	8,846,244	12,125,565	12,539,405	15,008,105
		...	...	...	...	...	12. Public Instruction		4,156,824	5,889,795	6,214,022	6,467,453	7,062,465
		...	...	...	...	...	13. Public Works		9,623,722	24,977,573	23,152,776	23,152,776	18,788,324
		...	...	...	...	...	14. Post Office and Telegraph		3,524,860	9,453,843	11,374,337	12,083,648	14,370,642
		...	...	...	...	...	15. Justice		5,502,896	6,338,311	6,489,667	6,542,959	7,732,080
		...	...	...	...	...	16. Audit Office		204,457	232,889	326,238	676,698	1,510,802
		...	...	...	...	...	17. Breeding Studs		...	682,406	594,800	578,954	616,194
		...	...	...	...	...	18. Expenditure of the Transcaucasus.		3,101,724	3,260,182	2,616,378	2,916,278	4,184,213
Total		282,454,534	318,830,644	346,241,813	349,945,044	349,680,817	Total		293,212,434	330,535,414	388,727,941	388,343,150	387,195,693
II. Extraordinary Receipts—							II. Anticipated Deficit in Receipts		4,000,000	4,000,000	4,000,000	4,000,000	4,000,000
4½ per cent. Loan		14,757,900	...	...	...	...	III. Special Expenditure		13,407,305	13,329,446	8,366,857	7,750,364	12,872,311
Treasury Bills, Balances, &c.		...	15,707,770	...	...	...	Grand Total		310,619,739	347,867,860	401,094,798	388,093,514	404,068,004
Treasury Bills		...	...	18,000,000	12,000,000	83,932			...	...	...	...	...
Anglo-Dutch Loan, 5 per cent.		...	...	23,486,128	7,484,949	9,000,000			...	...	...	...	...
Internal Lottery Loan		...	...	...	2,913,158	19,930,944			...	...	...	...	...
III. Special Receipts		13,407,305	13,329,446	8,366,857	7,750,363	12,872,311			...	...	...	...	...
Grand Total		310,619,739	347,867,860	401,094,798	388,093,514	404,068,004			...	...	...	...	...

It is evident that notwithstanding the new order of accounts introduced by M. de Reutern, and the energetic control exercised by the Council of the Empire, the ordinary expenditure has continued, since 1862, to exceed the ordinary revenue of the country by considerable amounts. Notwithstanding, also, the great reductions made in the numerical strength of the army and navy, these branches of the service continue to demand the same expenditure. Much of the increase in expenditure, however, is attributable to the great and solid improvements introduced of late years into every branch of the public service.

In an exhaustive work on the budget of 1866, attributed to Senator Hagemeister, the following calculation is made of the increase of the State expenditure of Russia under various heads between 1845 and 1866 :—

	Increase per Cent.					
1. Army	..	..	..	..	..	70
2. Navy	..	..	..	..	..	70
3. Home Office	..	..	..	..	..	100
4. Public Instruction	..	..	..	..	..	150
5. Foreign Office	..	..	..	..	..	10
6. Justice	..	..	..	..	..	100
7. Holy Synod (Church)	..	..	..	..	..	90
8. Pensions	..	..	..	..	..	130
9. Grants of Land	..	..	..	..	..	10

It can be no matter of surprise, therefore, that the annual liabilities of the Treasury, in respect to the indebtedness of the state, increased 172 per cent. between 1845 and 1866, or rather 193 per cent. if the second lottery loan be taken into account; or that the issue of paper money, now practically inconvertible, was increased by 300 per cent. during the same period. And yet, while the indebtedness of the State was trebled between 1845 and 1866, the population of the empire only increased 11 per cent., the ordinary revenue rose from 197,000,000 to about 345,000,000, or 75 per cent., and the foreign trade of the country remained almost stationary.

Having thus cursorily reviewed the state in which M. de Reutern found the Imperial Exchequer, it will be necessary to analyze the results of the Budgets published since 1862. Reduced to a tabular form, these will appear as follows :—

ABSTRACT of the Budgets of the Russian Empire for the years 1862–66.

	1862.	1863.	1864.	1865.	1866.
	Rs.	Rs.	Rs.	Rs.	Rs.
Expenditure, Ordinary and Extraordinary ...	293,212,434	330,538,414	388,727,941	368,343,150	387,195,693
„ Special ...	13,407,305	13,329,446	8,966,857	7,750,364	12,872,311
Total Expenditure ...	306,619,739	343,867,860	397,694,798	376,093,514	400,068,004
Ordinary and Special Revenue, deducting anticipated Deficits in Receipts (4 millions yearly) }	291,861,839	323,160,090	350,608,670	353,695,407	358,553,128
Gross Deficit ...	14,757,900	15,707,770	46,486,128	22,398,107	41,514,876

According to the above estimates, therefore, the expenditure between 1862 and 1866 should not have exceeded the ordinary revenue by a larger sum than the proceeds of the loans made, and the Treasury bills issued, during the same period, with the view of covering the anticipated deficits. These it will be seen averaged 28,000,000 roubles (or 4,400,000*l.*) yearly. It may be objected that nearly half the anticipated balances

against receipts in 1866 is attributable to the Government having undertaken the construction of certain lines of railway, which may be looked upon in the light of profitable investments; nevertheless the indebtedness of the state, both at home and abroad, was thereby increased, and the extra annual charge will have to be borne on future budgets, just like any other expenditure, whether productive or otherwise.

It is almost impossible to state with strict accuracy the sums which the Government has spent since 1862 in excess of its ordinary revenue. The accounts between the Treasury and the State Bank are of so complicated a nature as to defy any enquiry for the purpose of making a statement that would be beyond dispute.* Practically the State helps itself to whatever it wants from the Bank, which is thereby compelled to issue more inconvertible notes to "strengthen the branches," and thus to suspend its own charter. The Treasury may, indeed, be said to have broken the State Bank, for it has long been unable to meet its engagements to pay specie. Nor could it return to the public their deposits if demanded, except by a corresponding new issue of inconvertible paper.

But setting aside the floating debt of the Treasury towards the State Bank, the following table attempts to show, with tolerable correctness, the amount of the loans to which the Russian Government has resorted between the years 1862 and 1866.

The total of these would appear to be above 500,000,000 roubles, or about 100,000,000 roubles annually (about 15,500,000*l.*), being about 361,521,000 roubles more than the public were led to anticipate by the published Budgets.

* The Bank is a State Institution, and although its Statutes of 1860 were calculated to make it more independent, it is still practically a branch of the Treasury. The recent appointment of M. E. de Lamansky as Governor has given rise to the hope that a total separation will soon be effected between the Bank and the Treasury.

STATEMENT of the actual "Extraordinary Resources" of the Imperial Treasury between 1862 and 1866.*

Nature of Receipts.	1862.	1863.	1864.	1865.	1866.	Total.
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
Loans :—						
Seventh 5 per Cent. Loan, £15,000,000	97,500,000†	..	..	..	..	97,500,000
Anglo-Dutch, £6,000,000	..	..	39,000,000	..	..	39,000,000
" £6,000,000	..	..	..	..	39,000,000	39,000,000
Lottery ..	..	..	..	100,000,000	100,000,000	200,000,000
Treasury Bills	18,000,000	39,000,000	18,000,000	12,000,000	6,000,000	93,000,000
Metallic Bills, 4 per cent.	2,640,000	8,505,600	11,241,000	..	..	22,386,600
Bank Bills, 5 per cent.	..	1,415,800	7,475,000	1,109,200	..	10,000,000
Total Extraordinary Resources	118,140,000	48,921,400	75,716,000	113,109,200	145,000,000	500,886,600
Deficits anticipated in Budgets	14,757,900	15,707,770	46,486,128	22,393,107	41,514,876	140,864,781

* The actual increase of indebtedness may be seen from the Tabular Statement of the Public Debt. Several of the loans shown in this statement were made for the consolidation of old Debts and Deposits. It is only intended to show here the actual quantity of new stock issued between 1862 and 1866.

†The sterling loans have been converted at the exchange of 37d. per rouble.

II.—ANALYSIS OF THE REVENUE AND EXPENDITURE OF THE RUSSIAN EMPIRE.

A.—REVENUE.

The revenue of the Russian Empire is shown in the budgets for the years 1862–66 under three distinct groups, viz. :—

1. Ordinary.
2. Extraordinary.
3. Special.

The ordinary revenue is classified as follows :—

1. Taxes.
2. Royalties.
3. State Domains.
4. Miscellaneous.

Although the revenue of the Transcaucasus is included in the above group, it is expended under a distinct budget of its own, balanced by a contribution from the Imperial Treasury.

The taxes imposed for the benefit of the State are :—

- I. Direct.
- II. Indirect.

I. DIRECT TAXES.

The budget for 1866 anticipates a revenue of 44,599,641 roubles from direct taxes, composed of the capitation and quit-rent taxes levied from the peasantry, and of various taxes under the denomination of "hearth money," "land tax," and levied in lieu of, or in addition to, the former. A tax on merchants, estimated to bring in the sum of 10,095, 00 roubles is also included in the above amount. When analyzed the direct taxes will be found to contain the following items, viz. :—

1. Capitation tax :	Roubles.
Peasants settled on Crown lands	10,084,448
" formerly attached to various departments of the State, to mines, &c.	337,546
Peasants attached to the appanages	885,175
"Free settlers" of various descriptions	864,364
Emancipated peasants	9,860,632
Additional tax on peasantry	6,122,000
	28,154,165
2. Various taxes in lieu of capitation and quit-rent	
	1,350,100
3. Tax on real property in towns, &c.	
	2,065,530
4. Tax on licences to trade	
	10,095,500

The capitation tax, amounting to 28,154,165 roubles, is paid by 21,646,556 of the male population engaged in husbandry, at the rate of 1 rouble 30 copecks (4s. 1d.) each. The general rate of the capitation or poll tax is only 1 rouble 25 copecks; but the higher assessment of 1 rouble 77 copecks, paid by the Cossacks of Little Russia, increases the average rate to 1 rouble 30 copecks. It is assessed on the male taxable population

registered at the last revision or census, and the State claims the gross amount from the communes and other collective bodies who distribute the burden under the superintendence of their own local officers. As the revision or census only takes place at long and irregular intervals, 10 years, a considerable number of the adult rural population are practically exempt from the poll tax; but it nevertheless falls sufficiently heavy on the registered males. Moreover, except in the case of the Cossacks of Little Russia, the poll tax is imposed at a uniform rate throughout the empire, with no regard either to the value of the soil or the proceeds of local industry. It is to be raised 50 copecks (1s. 7d.) per head in 1867, and is calculated to produce an additional revenue of 10,000,000 roubles.

Notwithstanding the liability of communes and other corporate bodies for the amount of the gross assessment, the arrears in the payment of the capitation tax have always been considerable.

In 1854, the Serfs domiciled on crown lands were indebted in arrears of the capitation tax to the extent of 25,927,000 roubles, when the whole of the assessment to which they were liable only amounted to 27,500,000 roubles; and, although the landed proprietors were formerly responsible for the payment of the tax by their serfs, the Treasury invariably failed to collect the total amount anticipated. In 1863, the revenue from direct taxes actually received fell short by 9,405,586 roubles of the assessment, and there is every reason to believe that the arrears since 1863 have been very heavy.

Among the various small taxes levied in lieu of the capitation tax is the "hearth-tax" of the Western or old Polish provinces, which was estimated to yield 105,503 roubles in 1866. The German and other colonists settled in various parts of the empire are assessed (1) for the maintenance of roads and waterways, and (2) for the maintenance of law courts, to the extent, together, of 169,099 roubles per annum. A land tax is likewise levied on the lands granted at various periods to private individuals. It is assessed according to the properties of the soil, and varies from $\frac{3}{4}$ copecks to $71\frac{1}{2}$ copecks per deciatine (2·86 acres). Races subject to Russia, such as the Kirghises, Kalmucks, Bashkirs, Samoyedes, Voguls, Chukchi, and various Siberian tribes pay a tribute, or "yassack," in money, or in furs and cattle. The capitation tax paid by the Russian settlers in the old Polish provinces varies from 45 copecks to 7 roubles 12 copecks per head of the male population.

The greatest defaulters in the payment of the poll tax have hitherto been the "burghers" or peasants settled in towns, who, prior to the year 1864, when the system was changed, were assessed at the high rate of 2 roubles 38 copecks, of which, in many provinces, they frequently were only able to pay 60 per cent. Since 1863 the capitation tax on burghers was replaced by a tax on real property in towns, which was expected to yield 1,037,950 roubles in 1863, and 2,065,530 in 1866.

For the purposes of this assessment the Minister of Finance caused the value of real property in some of the principal towns to be ascertained: St. Petersburg is thus assessed at 90 millions, Moscow at 67 millions, Riga at 12 millions, and Odessa at 15 million roubles. The male population of those towns, taken together, is about 700,000.

The tax on merchants falls exclusively on the towns. It is levied on the annual licenses, without which no trade or industry can be pursued in Russia, except the following, viz. :—

1. Trade in corn and cereals generally, in cattle, birds, and salt;
2. Retail trade in provisions, fruit, and articles manufactured by the peasantry;
3. The changing of money at open stalls;
4. Trade at fairs;

5. Construction, repair, keeping of craft on rivers, lakes, and seas ;
6. The keeping of horses, and carriage of goods and passengers ;
7. The manufacture of machinery and apparatus for factories and works ;
8. Schools, hospitals, and other sanitary establishments.

The licenses or certificates are divided into two "guilds." A certificate of the first guild enables a merchant to trade in any part of the empire, but a certificate of the second guild limits his commercial operations to the towns and districts where the certificate is granted, and prohibits his undertaking contracts for more than 15,000 roubles. No distinction is made between foreigners and natives in respect to these taxes. A certificate of the second guild does not exclude a merchant from the foreign import trade.

A uniform tax of 265 roubles (about 42*l.*) is imposed on certificates of the first guild, while that on certificates of the second guild varies from 25 to 65 roubles (about 4*l.* to 10*l.*), according to locality. The number of first guild certificates, granted in 1864 was 3,124, and second guild 67,441. The tax on retail licences varies from 8 to 20 roubles in each of the five classes of localities into which Russia is for that purpose divided. The number of retail licences granted in 1864 was 136,473. A retail trader who uses a horse and cart pays 15 roubles (47*s.* 6*d.*), and one who carries his own pack 6 roubles (19*s.*); the number of these in 1864 was severally 5,569 and 6,235. "Burghers," a grade between the peasant and the merchant, pay 2 roubles 50 copecks (7*s.* 11*d.*) for a licence which enables them to pursue various callings in towns, as boatmen, wharfingers, &c. The number of burgher's certificates granted in 1864 was 99,272.

Merchants' clerks must be provided with certificates that pay a tax of 5 roubles (15*s.* 10*d.*) to 20 roubles (63*s.* 4*d.*), according to the class of locality.

The number of persons who held such certificates in 1864 amounted to 61,237, and the sum they contributed under this assessment was 2,731,838 roubles.

Industrial and mercantile establishments, or premises, pay the following additional tax, according to locality, viz. :—

1. 10 to 30 roubles (31*s.* 8*d.* to 95*s.*), if registered under a certificate of the first guild ; 6,899 were thus registered in 1864.
2. 5 to 20 roubles (15*s.* 10*d.* to 63*s.* 4*d.*), if registered under a certificate of the second guild ; 90,812 were thus registered in 1864.
3. 2 to 10 roubles (6*s.* 4*d.* to 31*s.* 8*d.*), if registered under a retail license ; the number of shops thus registered in 1864 was 101,228.

The gross revenue from mercantile and industrial licenses has been estimated as follows :—

	Roubles.
1860	5,188,521
1861	5,226,432
1862	5,350,830
1863	6,339,752
1864	8,292,169
1865	10,095,500
1866	10,095,500

II. INDIRECT TAXES.

These are—

1. Excise on Spirits and Beer.
2. „ Salt.
3. „ Tobacco.
4. „ Beetroot Sugar.
5. Customs' Duties.
6. Stamps.
7. Miscellaneous.

1. *Excise on Spirits and Beer.*

It will be seen that the excise on spirits and beer forms the largest item of revenue in the budget, being 35 per cent. of the ordinary income of the State. Until the year 1863 it was farmed out to private individuals, but it is now entirely collected by officers under the crown. The duties are at present imposed, firstly, on the quantity of spirits actually distilled, and, secondly, on the licenses of distillers, manufacturers and vendors of liquors in general. The system on which the excise on spirits is imposed is the following: the Government expects the distiller to produce 33° or 35° of pure spirit from 1 pud (63 lbs. avoirdupois) of corn by Tralles' alcoholmeter. But the distiller is at liberty to produce either 33° or 35°. In the former case the Government shares with him the advantage of all that he produces about 33°, and in the latter he has the full benefit of all above 35°. The duty is 5 copecks ($1\frac{1}{4}d.$) per degree. The usual strength produced is 38°, and, as the distiller only pays duty on 35, the advantage to him is considerable. The ordinary *vodka*, or brandy, made of rye, oats, corn, or malt, is composed of 38 parts of pure spirit and 62 parts of water. A vedro (3.25 gallons) of this brandy may be purchased of the distiller for 45 to 55 copecks (1s. 5d. to 1s. 8d.), or 5d. to 6d. per gallon of English wine measure, without the excise, which, at the rate of 5 copecks per degree on 38° adds 1 rouble 90 copecks (6s. 1d.) to the price of a vedro, which then comes within reach of the consumer at the low price of 7s. to 7s. 9d., or 2s. $3\frac{1}{4}d.$ to 2s. $4\frac{3}{4}d.$ per gallon.

The quantity of spirits distilled in Russia has considerably increased since the new system of excise gave a greater development to the consumption of alcoholic drinks. The greater number, however, of the small distilleries have been closed, owing to their not being able to compete with the larger establishments, and the statistics consequently show a considerable decrease in the total number, viz. :—

Number of Distilleries.

	1862.	1865.	Difference.
In the Old Polish Provinces .	2,736	1,855	881—
„ Baltic	594	580	14—
„ Russia Proper	708	863	155+
„ Country of Don Cossacks..	3	5	2+
Decrease	..	..	738

A great number of distilleries have, however, been closed since the date given above.

The quantity of distilled spirits on which duty was paid decreased 13 per cent. between 1863 and 1864, the number of vedros being severally 71,238,834 and 62,360,709.

Nevertheless the consumption of spirits has increased as follows in Russia Proper since the introduction of the new system of excise :—

Consumption of Spirits (38° Tralles').	1862.	1863.
	Vedro.	Vedro.
In Russia Proper	0.49 per male	0.94 per male
In the Western and Southern Provinces (New and Little Russia)	1.80 „	1.63 „

The increase in Russia Proper is attributable to the fact that spirits were cheapened by one half when the new excise law came into operation,* while the decrease in the Western provinces is probably caused by the fact that the selling price of spirits has been raised in that part of the empire.

If the average retail price of a vedro of brandy be taken at 3 roubles 50 copecks, the inhabitants of Russia in Europe spend about 200,000,000 roubles on spirits alone, or about 8 roubles per male of the class by which the brandy is consumed. If children, or about half the number of male consumers be deducted, the expenditure for spirits would appear to be 16 roubles (50s. 8d.) per head of the great bulk of the population.

The following is the relative consumption in Russia and other countries in Europe, calculated in Russian vedros by Senator Hagemeister :—

Spirits (38° (Tralles').				Beer.	
				Vedro.	Vedro.
In Russia	0·870			0·150	
Prussia	0·569			1·210	
Great Britain	0·386			8·658	
Austria	0·105			2·170	
France	0·184			2·120	
Bavaria	..			1·100	

In addition to the excise on distilled spirits, a tax is imposed on licenses to sell spiritous and malt liquors. The average cost of a license is 24 roubles (76s.).

In 1864, the number of shops and stores in Russia, where spirits were sold wholesale, was 45,291; the number of restaurants, 49,683; and other places where spirits were retailed, 192,049: making a total of 288,023.

The extraordinary cheapness of corn-brandy, and the facilities which exist for its sale, are necessarily followed by very extensive consumption, much to the prejudice of public health and morality.

The actual gross revenue from the excise on spirits and beer has been as follows, between 1859 and 1863:—

						Roubles.
1858	..	..	..	..	..	96,642,246
1859	..	..	..	..	..	120,439,895
1860	..	..	..	..	..	125,111,138
1861	..	..	..	..	..	126,404,302
1862	..	..	..	..	..	108,259,560
1863	..	..	..	..	..	114,674,294

The estimated gross revenue from this branch of excise has been as follows, between 1864 and 1866:—

						Roubles.
1864	..	..	..	..	..	124,227,050
1865	..	..	..	..	..	132,854,862
1866	..	..	..	..	..	124,821,692

Although the accounts of actual receipts have not been published for the last three years, there can be little doubt that the estimates for 1864–1866 are greatly exaggerated. From accounts published for the first three-quarters of the year 1866, it may be expected that the deficit in the receipts from the excise on spirits and beer will amount to about 20,000,000 roubles. This is partly attributed to the fact that certain facilities were afforded to distillers who paid the excise in 1865, and

* Before the abolition of the brandy farms the vedro of Vodka was sold retail, at 10 to 12 roubles, in St. Petersburg, but the price in the interior was only 5 roubles.

partly (by the public) to a greater laxity of supervision. The official abuses under the old system of farming out the excise on spirits must have been considerable, if we judge from the fact that between 1799 and 1863, the brandy farmers were permitted to fall into arrears to the extent of 43,468,131 roubles. Small portions of this debt are annually being paid off.

The revenue from spirits and beer is estimated as follows in the Budget for 1866 :—

	Roubles.
1. Excise on spirits and wines	112,000,000
2. " brandies made from fruit, beetroot sugar, &c. ..	200,000
3. " porter, beer, and mead	1,360,000*
4. " licenses: distillers and brewers, and wholesale and retail licenses	7,000,000
Total excise	120,560,000
5. Sale of Government stores of spirits	568,200
6. Rent of distillery in Tobolsk	14,000
7. Rents for warehouses, &c.	75,192
8. Sale of Government property, &c.	155,000
9. Fines for infringement of excise laws	65,600
10. Dues for inspection of private alcoholmeters ..	3,000
11. Payments on account of arrears	3,380,700
	4,261,692
Total	124,821,692
But if from this we deduct the anticipated deficit of ..	20,000,000
The total for 1866 will be	104,821,692

2. Excise on Salt.

Until the year 1863 salt was raised by the Crown, as well as by private individuals under leases of salines from the Government.†

The salt raised by the Government was offered for sale at prices regulated each year, while that raised by private individuals was sold in the open market, after payment of the excise duty which was likewise liable to annual modification. On the 14th May, 1862, by a regulation of the Council of the Empire, the Government salt works were ordered to be transferred to private individuals, who were to be rendered subject to a general system of excise. The following changes were therefore made: (1) the Government ceased to raise salt except in certain localities; (2) the principal saltworks of the Crown—viz., those of Elton, of the Crimea, and of Astrakhan—were transferred to private individuals on condition that they should pay to the Government 1 copeck per pud (36 lbs. avoirdupois) of salt raised, in addition to a general excise duty of 30 copecks per pud.

The actual gross revenue from salt has been as follows between 1860 and 1863 :—

	Roubles.
1860	7,630,713
1861	7,073,772
1862	10,449,243
1863	8,833,416

* The excise on malt liquors amounts to about 3 roubles per cask of 20 vedors (65 gallons).

† According to official data the quantity of salt raised between 1850 and 1859 averaged 29,200,000 puds; the quantity now annually sold is about 35,000,000 puds (562,500 tons). The quantity of salt imported into Russia in 1864, not including the kingdom of Poland, was 6,700,000 puds.

The estimated receipts for 1865 were 9,862,834 roubles, and for 1866 10,425,243 roubles, half of which was derived from duties paid by private individuals, and half from the sale of Government salt in store.*

3. *Excise on Tobacco.*

The excise is payable on manufactured tobacco, which can only be sold at licensed shops in packets furnished with a stamped label (*banderolle*). All descriptions of tobacco are considered manufactured, except tobacco in the leaf grown in Russia. The quantity grown in Russia is estimated officially at 1,500,000 puds, but the real quantity is supposed to be about 3,000,000 puds (483,000 tons). The Transcaucasus contributes about 200,000 puds. The consumption per head is about 1 lb. The greater part of the tobacco grown in Russia is sold on the spot at 80 copecks per pud (6s. per cwt.), but a few of the higher qualities will fetch 7 to 10 roubles (58s. to 83s. per cwt.). Imported tobacco in the leaf and in the stem is sold at 25 roubles per pud (207s per cwt.). There is a slight exportation of Russian grown tobacco at a price which varies between 3 and 4 roubles per pud. The number of deciatines under cultivation for tobacco is 30,000.

The excise on tobacco has yielded the following sums between 1860 and 1864:—

					Roubles.
1860	..	..	..	..	2,491,148
1861	..	..	..	..	3,005,446
1862	..	..	..	..	3,355,453
1863	..	..	..	..	3,943,875
1864	..	..	..	..	4,394,351

In 1865 it was estimated to yield 4,504,100 roubles, and in 1866 5,705,400 roubles.

In 1864, the number of manufactories of tobacco in Russia was 303. They paid excise duty on 355,119 puds of tobacco, 69,006 puds of snuff, 191,276,319 cigars, and 439,746,981 cigarettes.

Although the police is charged with the supervision of the sale of tobacco, the revenue is defrauded to an incalculable extent by the illicit sale of cigars and cigarettes without stamped labels, and by the fraudulent importation of cigars, on which the duty amounts to about 160 per cent.†

4. *Excise on Beetroot Sugar.*

The manufacture of beetroot sugar was commenced in Russia in 1840, and has been subject to an excise duty since 1848, when a pud of sugar was expected to pay 60 copecks (5s. per cwt.). The average yield has been considerably increased since then, and it is now reckoned at 4½ and 6 per cent., or 18 and 24 lbs. per berkowets, according to the apparatus used. The present excise duty is 30 copecks per pud (2s. 6d. per cwt.).

* The cost of raising salt in Russia is ¾ to 1½ copeck per pud, but it never exceeds 3 copecks (1d.) per pud, and it is sold on the lakes at 2 to 7 copecks per pud, ¾d. to 2½d. The heavy excise duty raises the average retail price of salt in Russia to 70 copecks per pud (34s. 6d. per cwt.) The average consumption is about 27 lbs. avoirdupois per head of a population of 60 millions. Inclusive of the import duty on foreign salt, each person of the 60 millions by whom Russia is inhabited, contributes 21 copecks (8¾d.), towards the revenue, under the head of salt. Defalcations to a very large amount have recently been discovered in the accounts of an Inspector of Salt Stores at Nijni-Novgorod, who has surreptitiously sold thousands of tons of Government salt, while reporting the Stores to have been diminished by the flooding of the Volga in spring.

† Report on Trade between Great Britain and Russia, 1865, p. 122.

The revenue from beetroot sugar has been as follows :—

					Roubles.
1860	..	..	..	..	496,238
1861	..	..	..	..	447,947
1862	..	..	..	..	542,582
1863	..	..	..	..	443,320
1864	..	..	..	..	437,036
1865	..	..	..	..	

5. Customs' Duties.*

These are levied on imported goods according to the scale laid down in the Tariff of 1857. Since 1864, the duties on exports have been abolished, except in respect to seven articles, chiefly insignificant. The import duties are specific, except in the case of linen, precious stones, and two or three other articles, which pay *ad valorem*. Many of the rates of duty are differential in favour of the land frontier of Russia and Prussia.

The Tariff of Russia is divided into three principal sections, comprising 301 classes or numbers in addition to a list of medicinal substances, viz. :—

Articles free of duty	..	..	..	59
„ liable to duty	..	..	..	237
„ prohibited	..	..	..	5
Total				301

The *ad valorem* relation of the specific duties cannot be less than 50 per cent., on an average, but many articles of importance are charged from 100 to 400 per cent. *ad valorem*. Nearly one half of the article taxed in 1864, produced under 1,000 roubles, viz. :—

	Roubles.	£	s.	d.
12 articles yielded less than	10	1	11	8
17 „ „	50	7	18	4
14 „ „	100	15	16	8
54 „ „	500	79	3	4
43 „ „	1,000	158	6	8

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The following Table shows the actual Revenue from Customs between 1859 and the Receipts anticipated in 1866 and 1867 :—

* The effect of these on the Trade of Great Britain with Russia having been discussed in the Report above quoted, it is needless to point out here the gross imperfections of the Russian Tariff.

TABLE showing the actual Gross Receipts of the Department of Customs between the Years 1859 and 1865, and the Anticipated Receipts in 1866 and 1867.

	1859.	1860.	1861.	1862.	1863.	1864.	1865.	Anticipated in	
								1866.	1867.
<i>a. Duties on Imports.</i>									
European Frontier ..	Rs. 21,521,503	Rs. 21,637,065	Rs. 22,127,316	Rs. 22,936,172	Rs. 24,788,684	Rs. 21,395,104	Rs. 18,846,650	Rs. 20,024,977	Rs. 21,762,324
Kingdom of Poland ..	2,100,121	2,575,182	2,630,619	4,238,432	3,965,502	4,756,749	6,138,746	4,719,000	5,240,000
Asiatic Frontier ..	426,320	475,476	416,405	423,837	523,771	413,358	351,570	413,900	363,000
Irkutsk Custom House. .	5,770,063	5,951,099	4,503,856	2,443,479	2,065,410	1,655,091	1,480,569	1,654,500	1,520,000
	29,818,007	30,638,822	29,678,196	30,041,920	31,343,367	28,220,302	26,817,535	26,812,377	26,885,324
<i>b. Duties on Exports.</i>									
European Frontier ..	977,248	2,035,342	1,850,493	1,793,645	1,791,541	822,062	388,541	386,333	388,000
Kingdom of Poland ..	23,923	26,203	22,448	18,855	31,257	21,045	11,048	12,000	12,000
Asiatic Frontier ..	43,730	50,751	27,256	24,884	17,331	*			
	2,044,901	2,112,296	1,900,197	1,837,384	1,840,129	843,107	399,589	398,333	400,000
<i>c. Miscellaneous.</i>									
Duty on Salt, and Excise on ditto in Poland ..	1,112,367	1,117,967	1,152,891	1,096,583	1,027,786	1,167,105	1,091,600	1,135,000	1,138,954
Dues on Shipping ..	207,395	227,911	213,753	160,253	140,667	164,147	183,054	165,150	183,000
Fines, &c. ..	85,390	116,772	77,503	77,936	70,463	72,557	79,624	73,650	74,000
Contraband, Sale of ..	597,996	596,099	550,982	490,464	367,384	452,298	424,488	436,700	425,000
Sundries	681,001	665,444	687,776	614,100	734,194	620,475	453,804	584,606	796,066
Grand Total ..	34,547,057	35,475,311	34,281,298	34,318,640	35,523,990	31,539,991	29,449,694	29,605,816†	31,902,344

* Abolished 31st May, 1865.

† The amount actually collected in 1866 was 32,411,140 Rs., nearly 3,000,000 Rs. in excess of the anticipated Revenue from Customs. It is expected that the Customs Revenue of 1867 will also exceed the estimate.

The import duties are inclusive of 5 per cent. additional between 1859 and 1861, and of 10 per cent additional from 1862.

The item of sundries shown in the foregoing Table is composed of the following receipts in 1863 and 1865 :—

	1863.	1865.
	Rs.	Rs.
Dues for bonding foreign goods	199,480	142,327
Rent of warehouses	43,184	41,354
Sale of old buildings, stores, &c.	388	3,832
Sale of trade returns	89	55
Tax for use of cranes	620	710
„ „ „ on Vistula	720	762
„ for seals and leads on goods bonded	7,874	1,732
„ for labels placed on foreign refined sugar	1,677	52
Towing of vessels at St. Petersburg and Taganrog by tugs belonging to Customs	4,417	6,901
Tax levied at Irkutsk on tea merchants on their promissory notes for arrears of duties	76	..
Five per cent. additional on Imports received from Treasury of Finland	28,571	28,571
Two per cent. additional levied at St. Petersburg and Moscow Custom-House	292,383	158,453
Tax at Odessa for benefit of Richelieu Lyceum	50,626	..
Lighthouse dues in Black Sea	18,291	19,755
Accidental overcharges	71,694	33,400
Goods sold by Customs for account of owners	11,032	15,900
Repayment of advances to Shipwrecked Russian Seamen..	3,072	..
Total	734,194	453,804

It will be shown in another part of this Report that the cost of collection is 15 per cent.

6. Stamps.

This tax is levied either in the shape of stamped paper sold by the Government, or in that of dues imposed on the use of plain instead of stamped paper for official and legal documents. The payment of certain dues gives a document written on plain paper the same value as if it had been executed on a stamped sheet. There are four different kinds of stamped paper: (1) stamped paper used in law business or for documents involving specified amounts, for deeds of sale and bills of exchange, &c.; (2) stamped paper for documents, irrespective of their money value, or plain stamped paper; (3) stamped paper for licenses and patents; (4) stamped paper used in controlling various branches of the revenue, such as the excise, &c.

Each description of stamped paper bears a special mark, and the arms of the Empire. The plain stamped paper is of four descriptions, varying in price from 15 copecks to 90 copecks per sheet (*5d.* to *2s. 10d.*) The stamped paper used for title deeds, or deeds of sale are of 24 different kinds, from 90 copecks to 1,200 roubles per folio, according to the amount specified in the deed.

The stamps for bills of exchange and promissory notes are of 14 descriptions, ranging between 30 copecks and 30 roubles (*10d.* and *95s.*), according to the sum mentioned. The stamped paper is manufactured at St. Petersburg at a large Government establishment.* In

* The Printing and Stationery Office. *Vide* Expenditure.

1862 the price of stamped paper were raised, on an average, about 18 per cent.*

The revenue from stamps has been as follows:—

					Roubles.
1860	..	..	..	..	4,973,723
1861	..	..	..	..	4,919,296
1862	..	..	..	..	5,457,078
1863	..	..	..	..	5,476,957
1864	..	..	..	..	5,635,315

Dues on Deeds of Sale and Fees.

Special dues are levied on the transfer of real property, and on all deeds securing the right of such property, and they are in some cases imposed on personal property and on capital. They are also payable on the lease or grant of Government lands for agricultural or manufacturing purposes, as well as on the sale of the latter by public auction, in case the tenant should not have fulfilled the conditions of his contract. The duty on the transfer of property is 4 per cent. on the sum specified in the deed or on the value of the property, irrespective of the number of persons who execute the deed. A fee of 3 roubles is likewise payable for the engrossing of all such deeds. These dues and fees, as well as certain others of the same class, have fallen off in amount since 1861, owing to a lesser frequency of sales.

The revenue under this head has, however, been as follows:—

					Roubles.
1860	..	..	..	..	3,188,921
1861	..	..	..	..	2,966,806
1862	..	..	..	..	2,673,751
1863	..	..	..	..	2,222,602
1864	..	..	..	..	2,438,061

Dues on Licenses to Trade.

It is only the following trades and occupations, whether pursued by natives or foreigners, that are not subject to special dues and taxes to the Crown,† viz. : (1) trade in corn, cereals generally, cattle, birds, and salt ; (2) retail trade in provisions, fruit, and articles manufactured by the peasantry ; (3) the changing of money at open stalls ; (4) trade at fairs ; (5) the construction, repair, and keeping of river, lake, and sea craft ; (6) the keeping of horses, and the carriage of goods and passengers ; (7) the manufacture of machinery and apparatus for factories and works ; and (8) schools, hospitals, and other sanitary establishments. No other commercial or industrial calling can be pursued without taking out an annual license or certificate, which is granted to natives and foreigners alike, whether male or female. An uniform charge of 265 roubles (42*l.*) is made for mercantile certificates of the 1st guild, while certificates of the 2nd guild vary in price from 25 to 65 roubles (4*l.* to 10*l.*), according to locality. The tax on retail licenses varies from 8 to 20 roubles (25*s.* to 63*s.*), according to the locality in which the license is granted. Russia is divided for this purpose into five classes of localities. The cost of a license for a retail trader, who uses a horse and cart, is 15 roubles (47*s.* 6*d.*), and for one who carries his pack 6 roubles (19*s.*). Citizens, a grade between peasants and merchants, pay a tax of 2 roubles 50 copecks

* Under the last reign no Government Office could be addressed except on stamped paper, and its use was obligatory in most business transactions ; but the necessity of using a stamp has since been reduced within much narrower limits.

† Most of them are, however, subject to certain dues levied for the benefit of towns.

(8s.) for a license which enables them to pursue various callings in towns, such as boatmen, wharfingers, &c. Clerks must be provided with certificates, which vary in price from 5 to 20 roubles (16s. to 63s.), according to the class of locality. Industrial and mercantile establishments pay the following taxes in addition, according to the class of locality in which they are situated, viz. : (1) when connected with a mercantile certificate of the 1st guild, 10 to 30 roubles ; (2) with a certificate of the 2nd guild, 5 to 20 roubles ; and (3) with a retail license, 2 to 10 roubles.

The revenue under this head has been as follows :—

					Roubles.
1860	..	..	..	..	5,188,521
1861	..	..	..	..	5,226,432
1862	..	..	..	..	5,350,880
1863	..	..	..	..	6,339,752
1864	..	..	..	..	8,292,169

Sundry Dues.

Among these may be mentioned the tax on passports, which has greatly fallen off in amount since the peasantry have been supplied with passports on unstamped paper, and since the special passports formerly required of domestic serfs have been abolished. Dues are also payable on patents of "honorary citizenship," a social grade bestowed on meritorious merchants, and on privileges or patents for inventions. The fee on a patent of personal honorary citizenship is 165 roubles, and twice as much when the citizenship is made hereditary. The scale of duties payable by inventors for patents or privileges is as follows : (1) patents for three years, 90 roubles (14*l.*) ; (2) for 5 years, 150 roubles (23*l.* 15*s.*) ; (3) for 10 years, 450 roubles (71*l.*). An annual tax of 60 roubles (9*l.* 10*s.*) is payable on the introduction or working of a foreign invention.

These miscellaneous dues have yielded the following revenues, viz. :—

					Roubles.
1860	..	..	..	..	4,009,452
1861	..	..	..	..	3,831,291
1862	..	..	..	..	3,656,289
1863	..	..	..	..	3,804,709
1864	..	..	..	..	3,618,235

Royalties.

Royalties on Minerals.—The mines of Russia and all works for the raising and further working of mineral produce are under the supervision of the ministry of finance, and for purposes of control the empire is divided into eight mineral or mining districts. The Altai and Nerchinsk Works are, however, under the immediate control of the Cabinet or Privy Purse Office. The following dues are levied on mines or works belonging to private individuals, viz. : (1) on all gold raised, in addition to fines for not working gold fields, allotted by the Government ; (2) on platinum ; (3) on smelted copper ; (4) on furnaces, cast-iron, and minerals generally. The revenue yielded by these dues is increased by the profits of working the mines belonging to the Crown, of smelting the ore from them, &c.

The total revenue under this head has been as follows :—

					Roubles.
1860	..	..	..	..	7,155,045
1861	..	..	..	..	6,244,176
1862	..	..	..	..	7,000,895
1863	..	..	..	..	7,087,768
1864	..	..	..	..	7,238,347

Royalties on Coinage.—The right of coinage appertains exclusively to the Russian crown, although both the kingdom of Poland and the Grand Duchy of Finland have each a coinage distinct from that of Russia Proper. The gold and silver coinage of Russia is minted at St. Petersburg, which purchases gold at the rate of 3 roubles $55\frac{5}{9}$ copecks per zolotnik, and silver at $23\frac{19}{27}$ copecks per zolotnik. The copper coinage is minted at Ekaterinburg to the extent annually of 600,000 roubles. The revenue from minting is constituted as follows: (1) the sums paid by government departments and private individuals for minting gold and silver, and for purifying platinum; (2) the profits of the remedy allowed in minting, viz. $\frac{3}{4}$ of a *dolia* above or below the standard weight for ducats, 1 zolotink per 1,000 half imperials, 3 to 7 zolotinks per 1,000 blanks for silver, and $\frac{1}{50}$ to $\frac{1}{100}$ *dolia* for copper coins; (3) profit from the assay of metals; (4) profit from raising the nominal value of the silver coinage; (5) the sale of high standard gold; (6) the minting of medals, and reproduction of all coins; (7) from the sale of verdegiris; (8) proof dues.

For the last six years the revenue under this head has been as follows:

					Roubles.
1860	..	..	..	..	3,187,781
1861	..	..	..	..	2,900,367
1862	..	..	..	..	3,184,842
1863	..	..	..	..	2,448,340
1864	..	..	..	..	2,468,080
1865	..	..	..	..	

7. Miscellaneous.

1. Navigation Dues.

The following tolls are levied for the improvement of water communication within the Empire: viz., (1) $\frac{1}{4}$ per cent. on the value of all goods carried by water in the interior of the Empire; (2) 15 per cent. of the stamp dues, for the benefit of certain towns, on contracts and agreements attested by notaries; (3) $\frac{1}{2}$ per cent. on all goods passing through the Ladoga Canal, until the extinction of the loan made by the Treasury for its construction (4,900,000 roubles); and (4) sundry special tolls at Taganrog, Shuya, the mouth of the Don, &c. Passengers' effects, if not merchandize, pay $\frac{3}{8}$ per cent. *ad valorem* on the waterways. In addition to these tolls, a small duty is levied on the bills of lading and ships' articles of the river craft; these tolls and dues have produced the following sums, viz.:—

					Roubles.
1860	..	..	..	..	705,048
1861	..	..	..	..	709,200
1862	..	..	..	..	703,876
1863	..	..	..	..	674,159
1864	..	..	..	..	673,098

2. Highway Tolls.

These are paid on the made roads or *chaussées* by every description of carriage, cart, or wagon, whether for the transport of passengers or of goods. The scale varies in different localities or zones, but it is calculated at a certain number of copecks per horse for every ten versts.

They have yielded as follows:—

					Roubles.
1860	..	..	..	..	854,981
1861	..	..	..	..	909,876
1862	..	..	..	..	755,880
1863	..	..	..	..	599,073
1864	..	..	..	..	673,098

3. Dues on Timber.

In order to cover the expense of a better system of preserving the woods and forests, a certain per centage *ad valorem* is levied on the purchasers of Government timber, as well as stamp dues on the certificate of sale of timber. Fines are also inflicted for the non-removal of branches, bark, and shavings, after the cutting of timber. These are, however, merely supplementary to the revenue derived from the sale of Government timber. The peasantry may purchase Government timber, for their own use, at half the price current within a certain district, and sometimes even for less.

The timber dues have yielded the following amounts :—

					Roubles.
1860	..	..	..	..	643,968
1861	..	..	..	..	674,840
1862	..	..	..	..	780,393
1863	..	..	..	..	933,066
1864	..	..	..	..	961,986

II. PROVINCIAL TAXES.

In addition to the imperial or general taxes, certain other contributions are levied for local and general purposes on all taxable persons and on lands. The new territorial ("Zemskié") assemblies are charged with the levying and appropriation of some of the taxes, while others are paid into the Exchequer. The nature, extent, and appropriation of the local taxes are undergoing considerable modification at the present moment. The revenue yielded by their contributions has yearly amounted to the following sums, viz. :—

					Roubles.
1860	..	..	..	..	22,889,648
1861	..	..	..	..	23,614,361
1862	..	..	..	..	21,529,220
1863	..	..	..	..	21,959,006
1864	..	..	..	..	21,399,917

III. TOWN REVENUES.

The various taxes levied in towns on real property, and on merchants and manufacturers have yielded the following amounts :—

					Roubles.
1861	..	..	..	..	4,411,756
1862	..	..	..	..	4,183,965
1863	..	..	..	..	4,940,803
1864	..	..	..	..	5,483,452

IV. CLASS TAX (on Jews, &c.).

A tax on cattle and birds slaughtered by Jews, and on the tapers which they use in their synagogues, is levied in localities where a Jewish population permanently resides. It is, however, applied to the improvement of the social condition of the Jews themselves. The sums thus raised have been as follows :—

					Roubles.
1861	..	..	..	..	1,562,572
1862	..	..	..	..	1,680,159
1863	..	..	..	..	1,635,866
1864	..	..	..	..	1,652,488

Until the distribution of taxation in Russia is made the subject of another Report, it may not be uninteresting to append here a statement taken from the "St. Petersburg Gazette" of the $\frac{5}{17}$ th December, 1866, showing the manner in which the taxes are supposed to fall on the several classes of the population.

I. Taxes that fall exclusively on the well-to-do classes (about $3\frac{1}{3}$ per cent. of the total population) :—

	Roubles.
1. Duty on wine, tobacco, fruit, coffee, fish, goods of wool, silk, flax, and cotton, colours, hardware, &c., about..	11,600,000*
2. Half the duty on tea, sugar, oil, and metals	6,700,000
3. The whole of the excise on tobacco	4,504,100
4. Half the excise on beetroot sugar	279,856
5. $3\frac{1}{4}$ per cent. of excise on spirits	4,428,496
6. $8\frac{1}{2}$ per cent. of duty on salt	76,667
7. $3\frac{1}{4}$ per cent. of revenue on salt (excise, &c.)	328,762
8. 75 per cent. of licenses to trade	7,571,625
9. 75 per cent. of revenue from Moscow Railway	2,634,834
10. The entire revenue from stamps	5,477,000
11. Duty on title-deeds, and other fees collected in Courts of Law	2,169,038
12. Tolls on waterways and highways	1,297,290
13. Dues on mining, &c.	2,307,995
14. Deductions from salaries and duty on patents, commissions, &c.	693,137
15. Duty on orders for post horses.. ..	371,700
16. Duty on insurance	220,000
17. Duty on surveying	351,912
18. Tax on foreign passports and broker's books	27,100
19. 75 per cent. of the tax on real property in towns and contributions from towns	2,332,929
Total	<u>53,272,441</u>

which, divided among 1,970,720 of both sexes of the opulent classes, gives 27 roubles 8 copecks per head (about 85s.).

II. Taxes that fall exclusively on the rural population :—

	Roubles.
1. Capitation tax	28,162,140
2. Taxes in lieu of above	1,357,133
3. Taxes on recruitment and on certificates of discharge..	1,287,000
4. Contributions by peasants of Crown domains	3,810,263
5. „ by Kirghizes	354,335
Total	<u>34,970,871</u>

which, divided among 49,683,666 of the population (the military being exempted), gives the sum of 70 copecks per head (about 2s. 2d.).

III. Taxes that fall exclusively on workmen, artisans, &c., in towns :—

1. 25 per cent. of tax on real property in towns, and of contributions from town revenues to Treasury .. 777,642 roubles.

which, divided among 3,879,424 of the population, gives about 20 copecks per head (7d.).

IV. Taxes that fall on the entire working class (57,330,526 of both sexes) :—

	Roubles.
1. Tax on passports	1,600,000
2. $96\frac{2}{3}$ per cent. of the excise on spirits (132,854,862 Rs.)	128,426,366
3. $96\frac{2}{3}$ per cent. of revenue from home salt	9,534,072
4. $96\frac{2}{3}$ per cent. of duty on foreign salt	2,223,333
5. 50 per cent. of duty on tea, sugar, oil, metals, &c. ..	6,700,000
6. 50 per cent. of excise on beetroot sugar	279,856
9. 25 per cent. on licenses to trade	2,523,875
10. 25 per cent. of receipts from Moscow Railway	878,278
11. Contributions to Treasury from provinces	19,373,005
Total	<u>171,598,785</u>

which, divided among the working classes, gives the sum of 2 roubles 65 copecks per head (about 8s. 6d.).

* The receipts from Customs are those of 1863, the other items are taken from the Budget of 1866.

Summary :—

					R.	G.	
Opulent classes, pay	..	..	..	..	27	8	per head.
Rural population..	..	..	..	..	3	35	"
Town „	..	..	..	..	2	85	"
Military „	..	..	..	..	2	65	"

B.—EXPENDITURE.

The principal heads of expenditure shown in the Budgets of the Empire are the following :—

- I. Public Debt.
- II. Superior State Departments.
- III. Holy Synod.
- IV. Imperial Household.
- V. Foreign Office.
- VI. Army.
- VII. Navy.
- VIII. Finance Department.
- IX. State Domains.
- X. Southern Colonies.
- XI. Ministry of Interior.
- XII. Public Instruction.
- XIII. Public Works.
- XIV. Posts and Telegraphs.
- XV. Justice.
- XVI. Audit.
- XVII. Breeding Studs.
- XVIII. Government of Transcaucasus.

These several accounts will be found analyzed in the following pages:—

I. PUBLIC DEBT OF RUSSIA.

ABSTRACT of the Estimated Expenditure, in 1866, in connection with the Public Debt of Russia.

		Balance of Debt, on 1st January, 1866.	Capital and Interest payable in 1866.
	<i>I. Loans bearing Interest.</i>		
	<i>A. Foreign.</i>		Rs.
1	Terminable Loans .. { Florins.	75,535,000	} 14,318,543
	.. { Pounds Sterling	11,897,800	
	.. { Roubles Sterling	44,520,000	
2	Interminable Loans.. { Pounds Sterling	21,895,000	} 19,384,723
	.. { Roubles Sterling	164,141,660	
	Total Foreign Loans ..	..	33,703,266
	<i>B. Internal.</i>		
3	State Bank, Debt of Treasury to . . .	54,016,697	2,520,320
4	Debts of various Institutions and Individuals paid by Treasury, which will be repaid from Special Sources.	} 3,303,694	} 340,599
5	Debt of Treasury to Sundry Departments	4,547,131	412,210
6	Four per cent. Bank Bills (Metallic) ..	57,307,500	3,000,000
7	Treasury Bills	207,000,000	8,942,400
8	Five per cent. Lottery Loans	99,820,000	9,137,750
9	Six per cent. Loans of 1807 and 1818 ..	49,811,358	3,793,870
10	Four per cent. Consolidated	154,258,586	6,175,165
11	Five per cent. Bank Bills	9,923,750	550,000
	Total	R. 639,988,716	34,872,314
	<i>II. Special Expenditure.</i>		
12	Preparation of Stock	..	242,100
	<i>III. Administration.</i>		
13	Maintenance of Commission for Extinction of Public Debt ..	..	124,446
14	Deposit Bank of St. Petersburg	..	79,864
15	Deposit Bank of Moscow	..	82,418
16	Peasant Land Redemption Institutions ..	..	123,860
	Total .. { 75,535,000 Florins ..	Rs. 49,365,359	} 69,228,268
	.. { 33,792,800 Pounds ..	„ 261,615,483	
	.. { 848,650,376 Roubles..	„ 848,650,376	
	Grand Total Rs.	1,159,631,218	

The following detailed Statement of the Public Debt of Russia, extracted from the estimates laid before the Council of the Empire by the Minister of Finance, may prove of interest to the foreign holders of Russian Stock.

STATEMENT of the Public Debt of Russia in 1866.

RUSSIA.

633

No.	Date of Loan.	Description of Loan.	Original Amount.	Conditions of Payment per Annum.		Balance of Capital on 1st January, 1866.	Payments Due in 1866.			Required in 1866.
				Interest.	Capital.		Total.			
							From Sinking Fund.	From Interest on Amortized Capital added to Fund.	Foreign Money.		Roubles.
A.—FOREIGN LOANS.										
I. LOANS BEARING INTEREST.										
§ 1. Terminable Loans.										
1	1815	First Dutch Loan. Share of Russia by Convention of 15th May, 1815 Florins	50,600,000	5	1	In 1866. 26,600,000	500,000	...	1,817,500 15,290	1,079,700 1,094,554
2	1828-29	Second Dutch Loan for strengthening means of Treasury Bankers' Commission Florins	42,000,000	5	1	1,002,000	240,000	762,000	1,052,100 5,260	622,893 1,319,584
3	1831	Third 5 per cent. Loan. To cover extraordinary expenditure Roubles	20,000,000	5	1	On 15th Jan., 1865. 4,845,500	200,000	757,725	...	1,200,000 1,200,000
4	1832	Fourth 5 per cent. Loan for strengthening means of Treasury Roubles	20,000,000	5	1	5,999,500 In 1866.	200,000	700,025	...	1,200,000 1,200,000
5	1864	Anglo-Dutch Loan for strengthening means of Treasury Bankers' Commission ½ per cent. Florins	47,933,000	5	1	47,933,000	479,000	...	2,863,675 14,218	1,605,431 2,114,000
6	1840	First, for strengthening means of Treasury Bankers' Commission £	1,937,800	...	...	1,937,800	19,300	...	115,707 579	826,923 1,100,000
7	1842	Second, for strengthening means of Treasury Bankers' Commission Roubles	25,000,000	4	2½	11,875,000	625,000	...	...	1,125,000 354,000
8	1843	Third, ditto Roubles	8,000,000	4	2½	3,650,000	200,000	...	...	346,000 349,000
9	1844	Fourth, ditto Roubles	12,000,000	4	2½	3,725,000	200,000	...	...	347,000 559,000
10	1847	Fifth, ditto Roubles	14,000,000	4	2½	6,175,000	300,000	...	...	547,000 694,000
11	1849	First, for construction of Moscow—St. Petersburg Railway Roubles	5,500,000	4½	2	3,850,000	110,000	...	283,250 1,416	2,024,293 2,059,669
12	1860	Second, Assistance to Banks on account of withdrawal of Public Deposits £	6,500,000	4½	1½	6,110,000	97,500	...	370,425 1,852	2,647,304 2,677,856
			140,533,000	...	...	75,535,000	1,219,000	762,000	...	14,784,663
			13,937,800	...	...	11,897,800	2,075,000	1,457,750	...	14,818,543
			107,000,000	...	...	44,520,000	...	...	...	...

STATEMENT of the Public Debt of Russia in 1866—*continued.*

No.	Date of Loan.	Description of Loan.	Original Amount.	Conditions of Payment per Annum.		Balance of 1st January, 1866.	Payments Due in 1866.				Required in 1866.	
				Interest.	Capital.		Capital.			Total.		
							From Sinking Fund.	From Interest on Amortized Capital added to Fund.	Foreign Money.			Roubles.
A.—FOREIGN LOANS—continued.												
1. LOANS BEARING INTEREST—cont.												
§ 2. Interminable Loans.												
Five per Cent. Loans.												
1	1820	*First, for withdrawal of Assignats	40,000,000	5	2	15th June, 1865.	597,168	63,815	...	2,090,058	2,090,058	
2	1822	*Second, ditto	43,000,000	5	1	37,944,060	...	...	...	...	2,461,457	
		Of which Interest payable in Russia	...	...	...	...	180,387	16,242	...	2,470,863		
		Ditto London £264,676 at 37d.	...	...	...	...	382,689	...	...	...		
		Bankers' Commission $\frac{3}{4}$ per cent., £1,323	...	...	...	...	1,894,550	...	...	...		
3	1854	*Fifth, for strengthening the Treasury	50,000,000	5	2	47,774,000	1,000,000	111,300	...	3,500,000	3,500,000	
4	1855	*Sixth, ditto	50,000,000	5	2	49,841,900	...	...	...	...	...	
		(a). Interest payable in Russia...	...	...	...	...	2,363,700	...	...	...		
		(b). Ditto Amsterdam and Ham- burgh, Roubles 2,462,100. M. Banco 5,255,558	...	...	...	...	2,375	...	...	...		
		Bankers' Commission $\frac{3}{4}$ per cent. 39,416	...	...	...	...	1,000,000	7,925	...	3,797,215	3,797,215	
		Hamburgh M. Banco ... at 30 $\frac{1}{4}$ s.	...	...	...	...	2,759,315	...	...	...		
5	1862	*Seventh, for strengthening the Specie Fund, against which Credit Bills have been emitted ... Bankers' Commission $\frac{3}{4}$ per cent.	15,000,000	5	...	In 1866. 15,000,000	...	...	750,000 3,750	5,360,000	5,360,000	
		Three per Cent. Loan.	...	...	...	...	...	...	...	...		
6	1859	\$For strengthening Specie Fund ... Bankers' Commission on £206,550, at $\frac{1}{4}$ per cent., payable abroad	7,000,000	3	1 $\frac{1}{2}$	June 15, 1865. 6,895,000	105,000	3,150	315,000	2,166,552	2,166,552	
		£108,450 at Roubles 6 40 = 694,080 } £207,066 at " 33 $\frac{3}{4}$ d. 1,472,472 } 2,166,552 Rs.	...	...	...	...	...	...	516	...		
		Total Interminable Loans	22,000,000 183,000,000	...	...	21,895,000 164,141,660	105,000 2,979,857	3,150 199,282	Roubles	19,384,723	19,375,312	
		Summary of Foreign Loans	35,397,800 140,533,000 290,000,000	...	...	38,792,800 75,535,000 208,681,660	331,800 1,219,000 5,054,857	3,150 762,000 1,657,032	Roubles	33,703,286	...	

*The Sinking Funds of the First and Second Loans are appropriated to the purchase of the Stock, at the market price, when not above the nominal value.

† The Sinking Funds of the Fifth and Sixth Loans are appropriated to the amortization of the principal of one-third and second bonds are appropriated to the payment of the interest on the same.

t of paying off severally the Fifth and Sixth Loans at the nom

STATEMENT of the Public Debt of Russia in 1866—*continued.*

No.	Date of Loan.	Description of Loan or Liability.	Original Amount.	Conditions.		Balance of Capital, 1st January, 1866.	Payments Due in 1866.				Required in 1865.
				Interest.	Sinking Fund.		Interest.	Capital.		Total.	
								From Sinking Fund.	From Interest on Capital Amortized added to Fund.		
B.—INTERNAL LOANS (TERMINABLE)—continued.											
§ 5. Debts of Treasury to various Departments.											
1	1836-51	To Department of Appanages: Debts of His Imperial Majesty's "Cabinet" (Privy Purse), transferred to the Treasury (37 years)	{ 5,152,549 1,198,214	5	1	3,385,633	169,282	51,525	88,346	309,153	309,153
2	1840	Sum borrowed from Capital of Province of Bessarabia for reconstruction of Female Institute at Kerch	...	..	..	576,429	...	..	..	21,786	21,786
3	1859	To Department of Appanages: Sums borrowed by Ministry of Imperial Household for various buildings	30,000	5	1	15,667	784	300	716	1,800	1,800
4	1859	To His Imperial Majesty's Cabinet (Privy Purse) on account of various buildings	798,000	4	5	533,367	21,335	39,900	50,086	71,820	71,820
5	1827	Debts of Count Sologub to Monastery in Minsk and to Church of Gorygovetsk	25,000	4	5	16,709	668	1,250	332	2,250	2,250
6	1864	Debts of M. Hitrovo, Grand Master of Ceremonies, to St. Petersburg Deposit Bank, under Mortgage of his Estates	3,807	6	..	3,807	228	..	..	228	228
		Total, § 5	25,866	..	..	15,520	...	..	..	5,173	5,173
1	1830-63-4	6. Four Per Cent. Bank Bills, metallic	7,253,436	..	..	4,547,131	...	..	..	412,210	412,210
1	1854-65	7. Treasury Bills (69 series)	60,000,000	4	1	57,807,500	2,292,300	600,000	107,700	3,000,000	3,000,000
1	1864	8. Five Per Cent. Lottery Loan	207,000,000	4 $\frac{1}{10}$	..	207,000,000	8,942,400	..	..	8,942,400	8,942,400
		<i>Obs.</i> Interest payable 2nd January, at 5 per cent. on	100,000,000	5	..	99,820,000	8,757,750	380,000	..	9,137,750	...
		Interest payable 1st July, at 2 $\frac{1}{2}$ per cent. on	Roubles.								
		99,820,000 = 4,991,000									
		99,630,000, 2,490,750									
		Premiums of 20 Roubles above nominal value on 8,800 inscriptions, twice a-year	76,000								
		Lottery Prizes 600,000 Roubles, twice a-year	1,200,000								
			8,757,750								

STATEMENT of the Public Debt of Russia in 1866—continued.

RUSSIA.

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No.	Date of Loan.	Description of Loan or Liability.	Original Amount.	Conditions.		Balance of Capital, 1st January, 1866.	Payments Due in 1866.			Required in 1865.
				Interest.	Sinking Fund.		Interest.	From Sinking Fund.	From Interest on Capital Amortized added to Fund.		Total.
1	1817	C.—INTERNAL LOANS (INTERMINABLE).	83,259,136	6	2	15 June, 1865.	2,384,748	790,627	14,561	3,189,936
2	..		10,066,296	6	..	39,745,805 10,065,553	603,933	..	..	603,933
		Total, \$ 9 Rs.	93,325,432	..	..	49,311,358	2,988,681	790,627	14,561	3,793,870
		Obs. These debts were formed in 1807 and 1818 out of four loans; the 1st and 4th for the extinction of Assignats; the 2nd for payment of the debts of the Treasury for Military and Naval Services; and the 3rd for converting certain Deposits into Stock.								
1	1859	\$ 10. Four Per Cent. Consolidated Bills.	154,093,888	4	..	15 June, 1865.	6,160,746	..	..	6,160,746
2	1860		Deducting 123,679 Roubles paid by imperial order	288,387	5	..	153,970,209 288,377	14,419	..	..	14,419
		Perpetual Deposits	..	..	..	..	..	..	..	..
		Total, \$ 10 Rs.	154,382,265	..	..	154,258,586	6,175,165	..	..	6,164,912
1	1863	\$ 11. Five Per Cent. Bank Bills for strengthening State Bank	10,000,000	5	$\frac{1}{2}$	9,923,730	496,187	50,000	3,813	550,000
		Total of Internal Loans	693,450,455	..	..	639,988,716	..	..	..	35,525,002
		To which should be added Credit Bills (Bank Notes) in circulation on 19th July, 1865	650,501,605*	..	..	..	..	..	..	..
		Summary of Internal Loans—Terminable	435,742,758	..	..	425,995,022	..	..	..	35,525,002
		Interminable	257,707,697	..	..	213,993,694	..	..	..	..
		Bank Notes	650,501,605	..	..	650,501,605	..	..	..	..
		Total Internal Debt Rs.	1,343,952,060	..	..	1,290,490,321	..	..	..	..
		General Summary of Public Debt—1. Foreign Loans...	..	..	..	519,642,502	..	..	..	33,703,266
		2. Internal Debt	..	..	..	1,290,490,321	..	..	..	35,525,002
		Grand Total of Public Debt Rs.	..	..	..	1,810,132,823	..	Total Annual Charge Rs.	..	69,228,268
		Equal at the par Exchange to...	..	..	..	2286,604,363	..	..	..	210,961,142

* Of these Rs. 60,878,862 (9 per cent.) are represented by specie kept at the State Bank.

II. SUPERIOR DEPARTMENTS OF STATE.

The budget for 1866 provides for the net expenditure of 1,231,025 roubles under this head, which may be subdivided as follows :—

	Roubles.
1. Council of the Empire; pay of Members	418,471
2. Chancery of State (77 persons)	121,218
3. Chancery of Committee of Ministers (41 persons) ..	46,298
4. 1st Section of His Imperial Majesty's Chancery (12 persons)	88,486*
5. 2nd Section, ditto, Preparation of Laws (74 persons)	370,532†
6. 3rd Section, ditto, Secret Police :—	
Pay of Chief	2,010
Clerks (36), &c., Office Expenses ..	53,772
Maintenance of Political Prisoners in fortress of St. Petersburg, ..	3,000
Ditto at Schluselburg,	1,000
Extraordinary Expenses	58,377
	118,159
7. Chancery of Committee on the affairs of the Caucasus (18 clerks),	80,670‡
8. Commission of Requests:	119,376
Total	1,363,210

This total is reduced by 132,185 roubles, which will be repaid to the several departments.

III. HOLY SYNOD (Clergy).

The estimates of the Holy Synod show an annual increase, caused probably by the improvements that are being made in the church in the direction of a better education of its priests. The expenditure for 1866 is calculated at 6,079,764 roubles (962,629*l.*), while its receipts, so far as the Treasury is concerned, are only shown at the insignificant figure of 421,227 roubles (66,694*l.*), which is made up as follows :—

	Roubles.
1. Revenue from Transcaucasus and Church Property in Georgia	106,031
2. Church Capital of Southern (Military) Colonies ..	22,986
3. Contribution from Peasants of Crown Lands, and from Colonists in the South,	229,210
Total	421,227

The expenditure may be thus analysed :—

* Including 57,108 roubles placed at the disposal of His Imperial Majesty.

† Including 138,144 roubles for Printing Office.

‡ Of which more than half (55,000 roubles) is spent in educating Caucasians, &c.

	Roubles.
1. Central Administration.. .. .	392,368
2. Houses of Superior Clergy :—	
Cathedrals and Suffragan Bishops	513,376
Buildings and Repairs	154,000
3. Support of Monasteries (134)	359,512
Convents (105)	81,871
4. Alms to Supernumerary Monasteries.. .. .	10,114
5. Sundries to Monasteries	19,049
6. Support of Clergy in towns and country districts ..	4,264,414
Ecclesiastical Establishments in Georgia.	95,927
Supplementary to Clergy for Value of Land transferred to the Crown.. .. .	27,833
Support of Missions	21,689
Preparation of Holy Chrism at Moscow and Kieff..	721
Alms to Monasteries in Palestine	7,390
Aid to Clergy on ordination or removal	13,952
Aid to Teachers, &c., in Ecclesiastical Academies in the N. W. (Old Polish) Provinces	40,827
Sundries and Extraordinary Expenses	26,722
Total	<u>6,079,764</u>

The above sum is, however, far from representing the actual expense to the country of the ecclesiastical establishments of Russia, where 51,000,000 profess the Russo-Greek religion. The grant from the Treasury probably forms but a small part of the income of the clergy*, who are paid either in money or in kind by their parishoners whenever their services are required. The proceeds of the sale of wax tapers in the churches of the Empire alone represent an enormous item of revenue, of which a considerable surplus is annually funded by the Holy Synod, now possessed of a capital of 25,000,000 roubles. It is not improbable that the Minister of Finance will eventually insist on an account being given of the income and expenditure of the church, with a view to reducing the charge on the budget.

IV.—IMPERIAL HOUSEHOLD.

The imperial household appears annually in the budget for about 7,700,000 roubles (at par, 1,219,000*l.*), but its account with the treasury is invariably overdrawn by 1,500,000 to 2,000,000 of roubles, making the total amount derived from the public revenue about 1,500,000 sterling. This sum includes about 250,000 roubles annually paid to the Chapter of the Imperial Orders of Knighthood for pensions, &c., and a sum of nearly 2,000,000 of roubles for the support of various charitable institutions, and in general for what may be called privy purse expenditure. More than 500,000 roubles figure in the budget for extraordinary expenses, while the theatres and some other establishments, dependent on the minister of the imperial household, required, in 1866, a sum of 685,627 roubles. The imperial court and the administration of its many palaces is estimated in 1866 to cost 3,924,495 roubles, exclusive of a sum of 462,000 roubles appropriated to Her Majesty the Empress, the heir apparent, and other children of their Imperial Majesties. But the sum of 1,500,000 sterling is but a portion of the total annual expenditure of the Court of Russia. The Imperial family are in possession of vast estates which yield about 4,000,000 roubles, in addition to gold and other mines in Siberia, which, together with the

* The Russian Clergy and their families represent 611,054 of the population.

tribute of certain tribes in Siberia, bring in a further sum of 1,500,000 to 2,000,000 of roubles, or 6,000,000 roubles (950,000*l.*) in all.

It would thus appear that the revenue of the Imperial family is equal to about 2,450,000*l.* per annum, of which, however, about 450,000*l.* are spent in charities, schools, theatres, &c.

The "Kolokol," No. 137, of June 22, 1862, publishes the following interesting particulars respecting the private property (Appanages) of the Imperial family of Russia.

Revenue in 1859 :

	Roubles.
1. Land and Capitation Taxes	3,183,793
2. Income from Property at Revel and Wiborg ..	669
3. Interest on Loans made out of Appanage Fund, viz.—	
From His Imperial Majesty's Cabinet .	87,195
" Commission for Extinction of	
Public Debt	59,469
" The Treasury	268,255
" Colonel Nikitin	442
	415,360
Total	3,599,822

Expenditure in 1859 :

	Roubles.
1. Payments to The Grand Duke Constantine, his	
consort, and 3 children	285,857
" The Grand Duke Nicholas, his	
consort, and 1 child	257,286
" The Grand Duke Michael, and his	
consort	243,000
" The Grand Duchess Helen	235,715
" The Grand Duchess Marie Nicolaevna	185,714
" The Grand Duchess Chatherine	
Michailovna	71,600
" Prince Peter of Holstein Oldenburg	161,953
" Miscellaneous	100,228
Total	1,605,639*
	Roubles.
2. Maintenance of Palaces	292,845
3. Administration of Appanages, &c.	608,503
4. Support of Rifle Regiment raised during the	
Crimean War	58,423
	2,565,410
Surplus over Expenditure (supposed to be annually	
invested in landed property)	1,034,412
Total	3,599,822

V. FOREIGN OFFICE.

The total expenditure of this branch of the public service is estimated at 2,222,116 roubles for the year 1866. The principal items are the following:—

* The total does not agree with the items, in which some slight error has been committed.

	Rs.	Rs.
1. Pay and Allowances of Vice-Chancellor and Assistant Minister for Foreign Affairs	45,100*	
Ditto of 261 Clerks, &c.	192,596	
Ditto of 40 Clerks at Moscow Archives	13,134	
Ditto of Persons dependent on Foreign Office	6,654	
Temporary aid and allowances	13,363	
Office Expenses (including 95,704 Extraordinary Expenses)	181,493	
		452,340
2. Diplomatic Chancery at Warsaw	15,052	
" Agent in Bessarabia	2,260	
3. Miscellaneous :—		
Expenses in connection with Asiatic Envoys, &c.	5,721	
Travelling Expenses and Education in Russia of Southern Slavonians	3,500	
Grants to Bulgarian School at Constantinople, and Greek Orthodox School at Mostar; also, maintenance of two Officials attached to the Persian Prince Bezmen Mirza	2,474	
Carriage of Religious Books, &c., sent by the Benevolent in Russia to the Churches and Monasteries in Turkey	1,000	
Grant to promote the Learning of Oriental Languages	12,075	
Grant in aid of Journal de St. Petersburg	4,000	
Assistance to Emigrants, &c., from Slavonian Provinces of Turkey	1,700	
		30,470
4. Embassies and Missions Abroad.	861,011	
Consulates	338,092	
Travelling Expenses, Couriers, Telegrams, and Foreign Postage	216,789	
Occasional expenditure and assistance to various persons	171,363	
Bankers' charges	106,733	
House Rent for certain Embassies, Consulates, &c.	28,006	
		1,721,994
Total		2,222,116

VI. ARMY.

The expenditure for the army, as estimated in the budgets, has been as follows between the years 1862 and 1866 :—

	Roubles.
1862	111,639,582
1863	115,577,167
1864	157,331,678
1865	127,972,665
1866	116,592,363†

The troubles in Poland caused the increase that will be noticed in 1864 and 1865, but although there is a saving of about 11 millions in

* In addition to the pay and allowances provided for in the estimates of the Foreign Office, most of the Chiefs of Missions and other Superior Officers are in the receipt of "Arendas," or grants of revenue from Crown Lands. They are liberally bestowed in every branch of the service.

† A further sum of 2,199,925 roubles is included in an additional estimate, making the total Army Expenditure 118,792,289 roubles.

1866, as compared with 1865, there is an increase in 1866 over 1860 of about 16 millions.

The army expenditure in 1866 is composed of the following principal items :—

				Roubles.
Pay and Allowances of Officers	..	..	..	18,663,875
„ „ „ Men	..	..	..	5,855,882
Rations of Men	..	..	..	32,171,359
Clothing and Equipment	..	..	..	10,090,383
Administration of Army	..	..	..	9,460,419
Remount of Cavalry, &c.	..	..	..	596,737
Medical Department—				
Regimental Hospitals	..	..	221,209	
Medical Department	..	..	1,037,394	
Medico-Chirurgical Academy	..	..	220,386	
				1,478,989
Military Instruction, &c.	..	..	..	5,386,869

As analyzed in the estimates for 1866, the Army expenditure appears as follows :—

1. Intendant-General's Department (Commissariat and Stores)	..	..	..	..	Roubles.
2. Artillery Department	..	..	..	..	91,722,44
3. Engineer „	..	..	..	..	7,385,622
4. Military Schools	..	..	..	..	9,036,281
5. Etat-Major (Staff)	..	..	..	..	4,534,157
6. Irregular Troops, Administration of	..	..	..	..	1,157,324
7. Inspector's Department	..	..	..	..	282,415
8. Medical „	..	..	..	..	835,217
9. Audit „	..	..	..	..	1,037,394
10. Medico-Chirurgical Academy	..	..	..	..	178,556
11. Chancery of War Ministry	..	..	..	..	220,386
					2,402,492
Total	..	..	..	..	118,792,289

According to the statistical tables recently published by the Russian Home Office, the number of officers paid out of the army estimates is about 36,000, and Mr. Hagemeister reckons the present strength of the Russian army in rank and file at about 800,000. In the work above quoted the strength of the Russian army is estimated as follows :—

				Officers and Men.	Horses.
a. Regular Troops :—					
Ordinary Peace Establishment	..	..	..	902,561	69,590
Strengthened „ „	..	..	..	1,016,641	93,502
War „ „	..	..	..	1,242,182	151,341
b. Irregular Troops :—					
Enrolled in 1866*	..	..	..	81,088	67,225

The Russian Army is drawn from a male population of 25 millions in Russia proper, and from not more than 2 millions in the kingdom of Poland. Irrespective, therefore, of the 45,000 men serving in the Imperial navy, the 800,000 rank and file of the army are supplied by a population of about 55 millions, male and female ; the army thus constituting $1\frac{4}{10}$ per cent. of that portion of the population which is liable to conscription, while the numerical relation of the army to the population of the empire (70 millions) exceeds that of France and Prussia by one-third.

At the same time the number of young men eligible in Russia for service is comparatively far smaller than in other countries of Europe, where

* The Irregular Troops are estimated to amount to 229,225 Officers and Men, and 213,826 Horses.

about 1 per cent. of the population yearly reaches the age of 20 years, and of these 40 per cent. are fitted for military service. In Russia, however, owing to the mortality among children, it takes 50 millions of the population to produce the number of young men of 20 years that France can command with a population of 38 millions. According to this calculation the number of men of the class liable to military service, who reach the age of 20 years in Russia, is about 400,000 per annum; of these perhaps not more than 160,000 are fitted for the army, but the actual number yearly taken is 100,000, and these only return to their families after 8 years' service.*

These figures show the onerous nature of the conscription in Russia, apart even from the heavy expenditure which it involves, amounting as it does in the estimates alone to 33 per cent. of the gross anticipated revenue. The actual disbursements for the army, however, invariably exceed the estimates. The charge to the country is moreover increased by the fact that the annual expense to the male taxable population of furnishing a contingent of 100,000 recruits cannot be less than $3\frac{1}{2}$ million roubles, while their liability to transport and quarter troops is estimated at 15 million roubles, constituting a tax of 60 to 70 copecks per male; while in order to possess irregular troops, 3 millions of a population occupying the most fertile provinces of the empire are exempted from all taxes and contributions.

The St. Petersburg Gazette considers that each Russian soldier costs the state 200 roubles, the cost in France being in the meanwhile 244 roubles, in Prussia 187 roubles, in Austria 150 roubles; also that the total expenditure for the army in 1865 amounted to 150,000,000 roubles, although the budget only provided for the expenditure of 128,000,000 roubles.

VII. NAVY.

The estimated expenditure under this head has been as follows between 1862 and 1866 :

	Roubles-				
1862	20,589,831				
1863	18,029,793				
1864	21,684,330				
1865	22,322,458				
1866	21,636,417				

The expenditure for 1866 may be analyzed as follows :

	Roubles.				
Pay and Allowances of Officers and Men	4,934,390				
Rations of Seamen	927,750				
Clothing	764,841				
Central Administration and Outports	1,612,660				
Naval Instructions, Schools, &c.	380,525				
Medical Department	521,560				
Hydrographic ditto	172,833				
Shipbuilding	5,797,693				
Steam Factories, &c.	421,297				

The total number of officers and men supported out of the navy estimates is 44,000, viz. :

Officers, Military and Civil	3,818
Seamen	34,587
Work Corps, &c.	5,749
Total	<u>44,154</u>

The Russian navy is composed of 285 steam vessels, of 37,580 h.-p.

* From M. Hagemeister's Work.

and 2,107 guns ; and 59 sailing vessels, of 71 guns ; the total tonnage of these vessels is 209,935 tons.

A considerable reduction of this force is however to be made in 1867, with a view to saving 4 million roubles on the estimates. The effective strength of the flotillas on the Black and Caspian Seas will be reduced, but the naval establishments in the Baltic will be maintained on their present footing.

VIII. MINISTRY OF FINANCE (OR TREASURY).

The Ministry of Finance appears for the sum of 64,078,716 roubles in the budget for 1866 : a sum that has been actually exceeded by more than 5 millions, making the total absorbed by this department of the State about 70 millions of roubles (11 millions sterling). On the receipt side the Ministry show the sum of 262,121,448 roubles, or 242,306,036 roubles, after deduction of 19,815,411 roubles as the expense of collection. The revenue collected by the Ministry of Finance is examined in another part of this report, and we have only here to analyze the expenditure as estimated by the Minister.

	Roubles.	Roubles.
1. Central Administration :—		
Finance Department (109 persons) ..	226,807*	
Paymaster-General's Office (67 persons) ..	90,570	
Minister of Finance and his Chancery ..	317,377	
Chancery for matters relating to Credit ..	241,200	
		613,236
2. Local Administration :—		
Local Courts of Exchequer (1,163 persons)	1,066,162	
Local Pay Offices (3,349 persons) ..	3,051,359	
		4,117,521
3. Transport of Money		350,000
4. Pensions and Charities—		
a. Pensions and Aids	16,754,204	
Supplementary Allowances to Officials, &c.	310,760	
Aids to Military Officers on transfer to		
Civil Service	1,000	
Aids to Military Pensioners, &c., on Coloni-		
zation, &c.	133,250	
Grants to Siberian Cossacks, 31,226 roubles.		
Maintenance of post-horses on Orenburg		
Line of frontier	44,872	
		17,244,086
b. Charities, &c.—		
To Institutions founded by the Empress		
Mary, widow of the Emperor Paul ..	2,547,529	
To Committee for Aiding Meritorious Civil		
Servants	12,938	
To Imperial Philanthropic Society ..	14,758	
Education of Children and Maintenance		
of various Persons	54,967	
To Law School for Educating Sons of		
Civil Servants in Finance Department..	1,800	
To Military School	3,000	
		2,634,992
5. Extraordinary Expenditure :—†		
Extraordinary Expenditure of Treasury ..	4,500,000	
Ditto in Provinces	4,382,000	
Ditto in Amur Country	80,000	
Ditto in Western (Old Polish) Provinces	788,876	
		9,750,876
Carried forward		34,710,711

* Including 70,000 roubles for travelling expenses, and 6,000 roubles for small aids

† To this might be added the anticipated deficit in the receipt of taxes amounting to 4,000,000.

	Roubles.	Roubles.
Brought forward	..	34,710,711
6. Miscellaneous	647,000	
Payments of Claims on Treasury, &c. ..	{ 83,511 4,270	
		734,781
7. Expenditure to be Repaid to Treasury :—		
Expenditure on Account of Polish Exchequer	750,000	
Expenditure on Account of Exchequer of Finland	10,000	
Expenses in connection with Altai and Nerchinsk Works, of which the revenues are enjoyed by His Imperial Majesty's "Cabinet"	2,800,000	
Sundry unforeseen Expenses	1,000,000	
Payments to Department of Imperial Appanages, in lieu of rents paid by peasants for lands ceded to them ..	3,080,000	
		7,640,000
Total	..	43,085,492

It appears from the above analysis that pensions, grants, and charities absorb nearly 20 millions, or $46\frac{1}{2}$ per cent. of the credit taken by the Minister of Finance for his special department. The greater part of the sums (about 5 millions) which the Minister of Finance spends in excess of his annual estimate may probably be attributed to the necessity under which he labours of obeying the orders of H.I.M. in respect to grants and loans to persons belonging to the court and others. The particulars of the pensions are replete with interest from the names of distinguished persons who receive subsidies. A very large number of civil servants on active service are in receipt of pensions which have been granted to them at some portion of their official career, when they applied for superannuation on the plea of ill-health and length of service, pensions which are not withdrawn from them on their re-appointment to active service.

It is much to be regretted that no public account is rendered of the manner in which the sums drawn from the State Bank by the Imperial Treasury are expended.

We have now to examine the estimates of the several departments under the Ministry of Finance, and which are as follows :—

1. Department of Mines.
2. " Direct Taxes.
3. " Indirect "
4. " Customs' "
5. " Trade and Manufactures.
6. Printing and Stationery Office.

I. *Department of Mines.*

				Roubles.	Roubles.
<i>a.</i> Central Administration :—					
	Department, &c. (175 persons)	..	..	207,559	
	Institute of Mines, &c.	..	..	109,719	
	Miscellaneous..	..	..	25,525	
					342,803
<i>b.</i>	Local Administration, 2,170 persons	..	..		{ 164,227
					{ 352,983
<i>c.</i>	Cost of Collecting Revenue	..	..		{ 159,645
					{ 260,444
	Miscellaneous Expenses	..	..		500,556
<i>d.</i>	Expense of Raising Metals	..	..	1,836,689	
<i>e.</i>	Expenses contingent on above	..	..	74,400	
	of Building and Repairs	..	..	220,000	
<i>f.</i>	Unforeseen Expenses	..	..		{ 18,240
					{ 198,480
	Expense of Mints at St. Petersburg and Ekater-				
	inburgh, &c.	..	..	300,725	
	Expense of Preparing Metals for ditto	..	..	190,145	
	Cost of Raising and Carrying ditto, ditto	..	..	1,497,699	
					1,988,569
	Miscellaneous; Education of Children of				
	Officers; Pensions to Foreign Masters (13,638				
	roubles), &c.	..	..		319,260
	Total	..	..		6,436,296

The net receipts of this department for 1866 have been calculated at 11,224,256 roubles, or about 5,000,000 roubles net in excess of the expenditure. It is almost impossible to unravel the complicated accounts in connection with mines, since the expenditure is divided between both sides of the budget. Thus the Mint appears for the sum of 1,988,564 roubles in the expenditure of the department, whereas there is only a deduction of 499,625 roubles from the receipt side for expense of collection.

The gross receipts of the Mint, as anticipated in 1866, amounted to 2,861,329 roubles, and the estimated expenditure to 1,988,564, leaving the comparatively small sum of 872,765 roubles, or 35 per cent., as the balance of profit, instead of 2,361,704 roubles, as shown on the receipt side of the budget.

There is the same complication of accounts as regards the cost of working the imperial mines.

2. *Department of Direct Taxes.*

The expenditure of this department may be divided as follows :—

				Roubles.
1.	Central Administration	..	..	58,133
	Local	..	..	218,829
	Total	..	..	276,962

The gross revenue estimated to pass through the books of this department was 36,481,862 roubles, which makes the expense of collection look plausibly low, being in fact only about 0·7 of the gross receipts; but it is necessary to take into consideration that the capitation and other direct taxes, of which this department renders no account, are either assessed and levied locally by the rural communes, or paid through the department of imperial domains.

The cost of collecting the direct taxes in towns and villages is estimated by the St. Petersburg Gazette at 9,000,000 roubles, or 20 per cent. of

	Roubles.
1. Central Administration (71 persons)	76,897
2. Local Administration	321,900
3. Grants to Educational Establishments :—	
Technological Institution, Kherson School of Navigation, Stroganoff School of Technical Drawing at Moscow, Lectures on Navigation at Archangel and Pernau	192,497
4. Grants to Public Companies	2,036,068
5. Miscellaneous :—	
Grant to Journal of Trade and Manufactures	4,349
Cost of Agents in foreign countries	8,681
To Consuls for expense of collecting information on trade, &c.	3,038
Expenditure for the benefit of manufactures .	15,000
Cost of bringing home Russian sailors from abroad	3,000
	34,068
Total	2,661,430

6. *Printing and Stationery Office.*

This is an establishment in which bank notes, stamps, and Government scrip of every kind are prepared for issue to the public. The estimated expenditure of this office, or department, in 1866, amounted to 556,475 roubles.

IX. STATE DOMAINS.

The extent of the Crown lands is thus computed by M. Hagemeister :

The superficial area of the 47 provinces, or governments, of Russia in Europe, is 432,000,000 deciatines, of which the Crown holds 223,000,000 deciatines (or 602,100,000 acres). 60,000,000 deciatines, or about 27 per cent. of that area, are considered unfit for cultivation, and 128,000,000 deciatines (57 per cent.) are situated in the northern and least productive zone of the empire. In 1859, the Department of Woods and Forests had control over an area of 107,000,000 deciatines, while, of the total extent of land belonging to the Crown in that year, 122,000,000 were farmed by the peasantry, leaving only 101,580,000 deciatines in the immediate possession of the State.

The Crown lands have considerably diminished in extent of late years, owing to the grant of hundreds of thousands of deciatines to various official personages, as a reward of services. Few of these, however, derive the revenue which their property would yield if held under different conditions. The domains have increased to some extent by confiscation in the western provinces ; but M. Hagemeister estimates the total revenue from Crown saleable lands at 2,500,000 roubles (395,833*l.*), a sum that at once determines their value. The average value of a deciatine (2·700 acres) of land in Russia is computed generally at 35 roubles (about 5*l.*).

X. ADMINISTRATION OF MILITARY COLONIES IN SOUTH RUSSIA.

These colonies have involved a charge of 157,647 roubles on the Budget of 1866, composed of the following items :—

	Roubles.
1. Central Administration	22,711
2. Local „	122,851
3. Miscellaneous Expenses	12,085
	157,647

XI. MINISTRY OF THE INTERIOR (Home Office).

The expenditure of the Home Office is estimated as follows :—

	Roubles.	Roubles.
1. Central Administration	..	873,147*
2. Cost of Provincial Administration (Governors, &c.)	4,934,193	
" District Police, and expenses in connection with new Territorial Courts	4,170,475	
" Administration of Kirghizes	84,015	
" " of Bashkirs, &c.	225,221	
		9,413,904
3. Medical and Quarantine Departments :—		
Medical Department, Surgeons, Pupils, Medicines, &c. (2,745 persons)	426,356	
Quarantine Department (223 persons) ..	116,388	
" Guard (2,300 persons)	76,686	
		619,430
4. Maintenance of Clergy of Foreign Persuasions :—		
Roman Catholic College (27 persons) ..	14,525	
" Clergy	636,029	
Sundry " "	70,328	
		720,882
5. Conveyance of Prisoners, &c... ..	..	1,112,055
6. Miscellaneous Aids and Grants :—		
To Towns for Police, &c.	736,368	
" Imperial Geological Society	12,000	
" Ministry of Finance, settlement of old accounts.	848,800	
Grants to private Individuals	8,709	
Police for watching over Political Prisoners deported into interior	79,704	
Building of Russian Churches in Western Provinces	300,000	
School of Architecture	77,856	
Miscellaneous	205,250	
		2,268,687
Total	..	15,008,105

* The cost of "Central Administration" in Russia for the year 1866 is calculated as follows by a Russian writer on Finance :—

	Roubles.
Superior Departments of State	1,231,024
War Office	1,837,165
Admiralty	1,612,659
Justice, including Printing Office.. ..	1,331,321
Finance	1,427,330
Domains	778,033
Ways and Public Works	715,716
Home Office	873,147
Post Office	147,086
Public Instruction	151,871
Foreign Office	357,104
Audit Office (1865).. .. .	676,697
Southern Colonies	22,711
Synod	193,882
Chapter of Orders (Ministry of Imperial Household)	241,208
Total	11,667,218

This does not include house rent, additional pay and allowances, &c. The Central Administration of France costs about 5,000,000 roubles, and that of Austria about the same.

XII. MINISTRY OF PUBLIC INSTRUCTION.

The expenditure of this Department, as may well have been expected, has steadily increased since the year 1862, and now reaches the sum of 7,062,465 roubles, which is appropriated as follows :—

	Roubles.	Roubles.
1. Central Administration :—		
Pay and Allowances of Minister	21,240	
Council, Committee, Clerks, &c.	89,774	
Writers, Messengers, Office Expenses	28,857	
House, &c.	12,000	
Miscellaneous, Rewards, Aids, &c.	219,456	
Buildings, Repairs, &c.	151,525	
		522,852
2. Local Administration :—		
Educational Districts, &c. (159 persons)		295,180
3. Universities (7), students (550), administration (132 persons)		1,819,611
4. Lyceum (42 teachers)		27,015
5. Gymnasias and Pro-gymnasias		2,388,588
6. District Schools (656 teachers, &c.)		1,034,576
7. Parochial and Primary Schools		112,870
8. National Schools		368,638
9. Veterinary Schools at Kharkoff and Dorpat		52,661
10. Seminary for Tutors at Dorpat and Molodetchna		14,393
11. Academy of Sciences (262,805 roubles), Public Library (46,146 roubles), Astronomical Observatories, Moscow Museum, &c.		404,090
12. Grants to various scientific societies, &c.		21,991
Total		7,062,465

The receipts of the Ministry of Public Instruction are estimated at 1,226,678 roubles, which leaves a balance of 5,835,787 roubles to be defrayed out of the Imperial Treasury. The principal receipts are :—revenue from the Printing Offices of Moscow and St. Petersburg, 248,056 roubles; contributions from Municipalities, 94,856 roubles; contributions from Territorial Assemblies, 138,307 roubles; payments for pupils in Government Schools, 509,257; besides various other small donations and contributions. The following Table of the number of schools and pupils in Russia is taken from the Statistical Annual of the Imperial Home Office for 1866 :—

TABLE showing the number of Educational Establishments in Russia in Europe, Siberia, and the Transcaucasus.

					Number of Schools.	Number of Pupils.			
						Males.	Females.	Total.	
A.—Government Institutions.									
1. General Schools :—									
For Males	..	..	{	Upper ..	10	5,077			
				Middle ..	103	28,790			
				Lower ..	469	28,228			
Total	..	..	..	..	582	62,095			
For Females	..	..	{	Upper ..	74	..	12,051		
				Lower ..	179	..	9,626		
Total	..	..	..	..	253	..	21,677	83,772	
2. National Schools :—									
For Males	..	..	..	..	2,444	778,709	149,307	928,016	
„ Females	..	..	..	..	91				
„ Both Sexes	..	..	..	..	31,103				
Total	..	..	..	..	33,638				
3. Special Schools :—									
For Males	..	..	..	..	482	83,701			
„ Females	..	..	..	..	10	..	907		
„ Both Sexes	..	..	..	..	4	452	487		
Total	..	..	..	..	496	84,153	1,394	85,547	
Jewish and Foreign Schools	..	..			331	12,597	10,156	22,763	
Total Government Institutions. .					35,300	937,554	182,534	1,120,088	
B.—Private Institutions.									
Schools attached to Churches of foreign persuasions					215	7,521	2,008		
Schools kept by private individuals ..					828	12,086	14,070		
Total	..	..	..	..	1,043	19,607	16,078	35,685	
Grand Total					36,343	957,161	198,612	1,155,773	

It would thus appear that the total number of schools established directly by the State amounts to 35,300, and the pupils to 1,120,088, or about one and a-half per cent. of the population, taking the latter at 70,000,000. As far as the estimated expenditure for 1866 can be analyzed, the education of the above number of pupils cost the State about 6,000,000 roubles, or not quite 6 roubles per head per annum, or $50\frac{1}{2}$ copecks (1s. 3d.) per month. The charge for central administration, however, increases the expenditure to about 6 roubles 50 copecks per head of the population under tuition. The national schools appear to cost the State 368,638 roubles, and the total number of pupils being 928,016, the expenditure per head is only about $40\frac{1}{3}$ copecks (1s. 3d.)

It will have been remarked that almost every public department charges for the education of a certain number of children of employés, whose salaries are thus indirectly increased. The total sums borne on the estimates of the various departments for this purpose in 1865 was 7,563,311 roubles.

As there is comparatively very little private or local initiative in the establishment of schools, the State is called upon to provide for the education of the masses. This it does by devoting little more than 1 per cent. of the total revenue to educational purposes. It has, however, been very correctly observed in the "St. Petersburg Gazette," that far more is spent by the State in educating the upper than the lower classes. The expenditure of the Ministry of Public Instruction for 1865 may be stated as follows :—

1. Central Administration	..	..	..	..	5.4 per cent.
2. Educational districts	..	..	..	..	4.4 "
3. Universities and Upper Schools, grants to societies..	..	..	..	..	31.8 "
4. Middle Schools	..	..	..	..	37.7 "
5. District, Parochial, and National Schools	..	..	..	..	20.7 "
Total	..	..	..	..	<u>100.0</u> "

This calculation shows that $3\frac{2}{3}$ of the population have the benefit of more than 70 per cent. of the total sum expended by the Ministry of Public Instruction.

If to the sum yearly demanded by the Ministry of Public Instruction, be added the amount expended by the various departments of the State in educating the children of Government officials, it will be found that the total expenditure for the education of the upper classes bears the proportion of 77 per cent.

A recent census has shown that out of the 540,000 inhabitants of St. Petersburg, the centre of modern Russian civilisation, 240,000 could neither read nor write (viz., 131,000 males and 109,000 females).

XIII. MINISTRY OF PUBLIC WORKS.

It will be seen from the Abstract of Budgets, that the expenditure of the Ministry of Public Works has more than quadrupled since 1862. The construction of railways by the Government, and subsidies to lines built by private companies, will account for a great part of the increase. It is, however, interesting to see how much of the estimated expenditure for 1866 may be brought under the head of central and local administration. By analyzing the estimates, the following sums are arrived at, viz. :—

	Roubles.	Roubles.	Roubles.
1. Cost of Central Administration, Scientific Committees, &c.	..	715,761	
2. School of Engineers	..	118,252	
3. Local Administration	..	2,999,969	
		<u>3,833,982</u>	
4. Works :—			
Waterways	..	1,418,088	
Roads (6,653 vesrts)	..	3,555,437	
New public buildings, &c.	..	362,504	
Subsidies to railways built by public companies	..	3,000,000	
Repairs, &c., of Moscow Railway	..	4,147,391	
Buildings on "	..	2,392,639	
Unforeseen expenses of	..	78,282	
		<u>14,954,341</u>	
Expenditure of special credit for construction of Southern Lines	..	19,930,945	
		<u>34,885,286</u>	
Total	..	..	<u>38,719,268</u>

If the expense of managing the Moscow Railroad, and that of collecting the tolls on roads, and dues on canals, be deducted, the cost of the central administration of the Ministry of Public Works is computed by M. Hagemeister at 40 per cent. of the average sum appropriated yearly between 1863 and 1865 to the construction of works, exclusive, of course, of the special expenditure for southern lines.

M. Hagemeister further calculates, that according to the Budgets between 1845 and 1863, *i.e.*, during a period of 18 years, the Department of Works has spent the sum of 106,416,765 roubles, of which 66,349,944 roubles represent the expenditure for central administration and technical instruction, leaving only 39,060,821 roubles, or 34 per cent. as the total of the productive outlay. These grants or credits on the Budget have, however, invariably been supplemented by the proceeds of loans for the building of railways. Thus, between the years 1842 and 1850, no fewer than five loans were made abroad for the construction of the line from Moscow to St. Petersburg. These brought 70,000,000 roubles into the exchequer. But, over and above this, an advance of 45,830,151 roubles was made for the same purpose, by the various "Credit Institutions" (savings banks, &c.) that existed at the time. These banks also advanced a further sum of 80,391,589 roubles for the construction of roads and other public works, while the railway to Warsaw had cost the Government 18,000,000 roubles, before it was transferred to the "Grande Société de Chemins de fer Russes." It thus is evident that more than 200,000,000 roubles have been spent by the Department of Works during the years above-mentioned, in excess of the expenditure provided for in the budgets. In 1861, again, the large sum of 35,000,000 roubles was paid to the Grande Société after a long negotiation with M. Pereira, over and above, of course, the sum yearly contributed to make up the rate of interest guaranteed on the bonds and shares of the company.

The railway between St. Petersburg and Moscow, managed by the Department of Public Works, is one of the most valuable possessions of the Crown. It was constructed at an expense of more than 200,000 roubles (31,666*l.*) per verst, or about 121,000,000 roubles (or 19,159,000*l.*) for the entire line, which is 604 versts, or 400 miles, in length.

The estimated gross and net returns from this line has been as follows:—

	1862.	1863.	1866.
	Roubles.	Roubles.	Roubles.
Estimated gross return	8,765,185	9,701,470	10,907,711
Estimated net revenue after deduction of expenditure	2,300,412	5,145,264	3,129,032

The net income in 1866 thus only represents about 2½ per cent. on the capital expended in construction, while it appears that the expense of keeping the line in order and managing it absorbs about 72 per cent. of the gross receipts. Notwithstanding such a great annual outlay, the line is far from being in a satisfactory condition, and the rolling stock has suffered considerable deteriorations. If the line were transferred to a public company, possessing sufficient capital, it would undoubtedly become highly remunerative. The carriage of corn, which the administration at present refuses to undertake for want of means, would alone be a most profitable item, and render immense service to the export trade of the country.*

* The Imperial Government have recently determined to sell this line.

XIV. MINISTRY OF POSTS AND TELEGRAPHS.

The gross expenditure of this department of the State is estimated at 14,632,032 roubles,* while its revenue, exclusive of a contribution of about 8,000,000 roubles levied on the provinces for the maintenance of post horses, is 10,012,313 roubles, leaving a deficit of 4,619,719 roubles. But in order to obtain a more correct idea of the relative value of the posts and telegraphs as sources of revenue, it is necessary to separate the two accounts.

1. The expenditure for the postal service in 1866 is estimated as follows :—

	Roubles.
Central and Local Administration	1,842,184
Payment for carriage of mails and passengers ..	9,716,059
Expense of town post	57,043
Manufacture of stamps	24,780
Cost of maintaining post carriages	78,569
Miscellaneous	390
Total	11,719,025

2. The expenditure for the telegraphic service in 1866 was estimated as follows :—

	Roubles.
Central and Local Administration	1,432,840
Repair and renewal of lines	867,233
Extension of lines	612,934
Total	2,913,007

Total Expenditure.

	Roubles.
Postal Service	11,719,025
Telegraphic „	2,913,007
Total	14,632,032

B. Receipts.

1. From postal service—

	Roubles.	Roubles.
Postage of letters and parcels	3,690,000	
Insurance of money transmitted	2,815,000	
„ parcels	100,000	
		2,915,000
Postage of foreign letters	110,000	
„ „ Parcels	30,000	
		140,000
Postage and subscriptions to newspapers		215,000
Payments for estafettes		205,000
For registration of letters		230,000
Sundries, rent, and sale of postal maps		4,875
Revenue from town post		70,200
„ Stamped envelopes		34,000
„ Post carriages		170,700
Sundries, money unclaimed, &c.		53,000
Total	7,727,775	

* According to the Budget 14,570,642 roubles, but there is an additional “return” expenditure of 61,390 roubles.

2. From telegraphic service—

					Roubles.
Receipts for telegrams	..	..	..	..	2,190,000
Subventions from State Departments and towns, &c.	..	..	..	..	94,538
Total	..	..	..	..	<u>2,284,538</u>

Total Receipts.

					Roubles.
Postal Service	..	..	..	..	7,727,775
Telegraphic Service	..	..	..	..	2,284,538
Total	..	..	..	..	<u>10,012,313</u>

Apart, therefore, from the contributions levied on the provinces for the support of post horses, the receipts and expenditure of the postal and telegraphic services are estimated as follows:—

	Receipts.	Expenditure.	Balance.
	Roubles.	Roubles.	Roubles.
Postal Service	7,727,775	11,719,025	3,991,250
Telegraphic Service	2,284,538	2,913,007	628,469
Deficit	..	..	4,619,719
Contributions of Provinces	..	..	8,025,357
Total surplus over ordinary receipts	..	..	12,645,076

XV. MINISTRY OF JUSTICE.

The reforms introduced into this department have caused the gradual increase of expenditure, shown in the abstract of budgets. The estimates for 1866 amount to 7,732,080 roubles, which were to have been expended as follows:—

1. Central Administration:—	Roubles.	Roubles.
Minister (17,640 roubles), Assistant Ministers (7,840 roubles), Clerks (66), and Office Expenses	..	199,513
2. Senate (at St. Petersburg and Moscow):—		
At St. Petersburg (67 senators)	341,603	
At Moscow (26 senators)	114,721	
Clerks, office expenses, repairs, &c.	586,712	
Printing office	147,477	
	<u>1,190,513</u>	
3. Courts of Law, &c., provincial, &c.	..	4,438,660
4. Expense of establishing new courts.	..	1,000,000
5. Surveyor's Department:—		
Schools of Surveying.	496,660	
Expense of Surveys	96,000	
Surveyors in provinces	147,100	
	<u>739,760</u>	
6. Maintenance of Law School.	..	163,634
Total	..	<u>7,732,080</u>

XVI. AUDIT (COMPTROLLER'S) OFFICE.

The expenditure of this department has increased very considerably since 1862, when it only amounted 204,457 roubles; but it is natural that the order which is being introduced into the public accounts should have

increased the work of the Audit Office. Its estimates for 1866 amounted to 1,510,802 roubles, which were to have been appropriated as follows :—

	Roubles.
Comptroller-General and Council, composed of four members..	26,955
Chancery and Archives	53,986
Department for Army Accounts (169 persons)	91,200
„ Navy „ (54 persons)	58,238
„ Civil „ (107 persons)	67,686
Two Committees and two Commissions	74,059
Branches of Audit Office established since 1865 in the provinces	1,105,443
Office expenses	33,235
Total	1,510,802

XVII. BREEDING STUDS

The total charge of the State establishments for improving and increasing the breed of horses in Russia, amounted, in 1866, to 616,194 roubles, divided as follows :—

	Roubles.
Central Administration	70,220
Cost of managing breeding establishments	121,534
„ Stables (depôt)	149,787
„ Forage, grass, &c.	127,903
Purchase of horses	25,000
Prizes at races, &c.	75,000
Races at Krasnoé Sélo, &c.	6,000
Miscellaneous	40,750
Total	616,194

XVIII. BUDGET OF THE TRANSCAUCASUS.

The Transcaucasian Provinces of Russia, with a population of 4,157,922 inhabitants, are governed by the brother of the Emperor, the Grand Duke Michael, and form a state with a budget of its own amounting to 4,184,213 roubles, of which the sum of 3,693,121 roubles was to have been raised locally, leaving a balance of 491,092 roubles to be repayed out of the General Treasury. The principal items of expenditure are the following :—

	Roubles.	Roubles.
1. Central Administration :		
The Lieutenant of the Caucasus (27,238 roubles),		
a Council composed of eight members, Depart-		
ments of Justice, Finance, Domains, Control,		
General Affairs, Diplomatic Chancery (11,387		
roubles), &c.		336,893
2. Governors of Provinces, administration of districts,		
Police, &c.		772,892
3. Buildings, repairs, &c.		60,075
4. Medical administration, hospitals, &c.		51,695
5. Quarantine establishment		69,867
6. Customs' officers		212,740
7. Improvements of harbours, and grants to towns, &c. ..		127,792
8. Expenditure of Mining Department		21,105
9. Exchequer Courts, pay offices, &c.		125,345
10. Department of Domains and Woods		104,168
11. Administration of justice, surveying, &c.		427,083
12. Education		173,450
13. Post Office		171,090
14. Clergy (Russian and foreign)		124,674
15. Pensions and gifts		149,477
Carried forward		2,928,346

					Roubles.	Roubles.
	Brought forward	..	..	..	..	2,928,346
16.	Additional salaries	..	..	..	..	376,390
17.	Constructions, improvements, &c. :—					
	Communication on River Rion	..	..	..	25,000	
	Port of Poti	..	..	..	110,000	
	Government buildings	..	..	..	33,000	
	Roads	..	..	..	47,903	
18.	Miscellaneous	..	..	..	..	215,903
19.	Contributions of Treasury, principally money placed at the disposal of the Lieutenant of the Caucasus for gifts, &c.	..	..	..	..	172,484
	Total	..	..	..	..	4,184,213

St. Petersburg, June, 1867.

COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA, JAPAN, AND SIAM.

1865-66.

*Presented to both Houses of Parliament by Command of Her Majesty.
August 1867.*

LONDON:
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1867.

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Commercial Reports from Her Majesty's Consuls in China, Japan, and Siam: for the Years 1865 and 1866.

No. 1.

Consul Mongan to the Earl of Clarendon.—(Received August 24.)

My Lord,

Tien-tsin, June 13, 1866.

I HAVE the honour to inclose my Report upon the trade of Tien-tsin for the year 1865.

I have, &c.

(Signed) J. MONGAN.

Inclosure in No. 1.

Report on the Trade of Tien-tsin for the Year 1865.

1. Shipping and Navigation.

THE Trade Returns sent with this Report, as compared with those of 1864, exhibit a large increase in the number and aggregate tonnage of the British vessels which entered and cleared at Tien-tsin during 1865: a falling off in both respects in the American shipping; and a corresponding slight increase as regards the total of the other flags.

The following condensed abstracts will illustrate this, and show at the same time how greatly the value of the cargoes carried under the British flag preponderates over the combined value of all the cargoes carried by the shipping of other countries.

(No. 1.)—TABLE showing the Number and Tonnage of the Foreign Vessels which entered and cleared at Tien-tsin in 1864 and 1865.

			1864.		1865.	
			No.	Tonnage.	No.	Tonnage.
British	..	..	78	22,627	102	37,128
American	..	..	11	3,170	9	2,612
Sundry	..	..	96	20,171	98	20,309
Totals	..	..	185	45,968	209	60,049

It will be seen from the above that in 1865 there was an increase in the shipping of 24 vessels and 14,081 tons.

(No. 2).—TABLE showing the Amount of Duties and Tonnage Dues paid by the Foreign Vessels which entered and cleared at Tien-tsin in 1865.

	Duties.				Tonnage Dues.				Totals.			
	Taels	m.	c.	c.	Taels	m.	c.	c.	Taels	m.	c.	c.
British	286,532	9	9	2	1,598	1	0	0	288,131	0	9	2
American	5,272	5	3	8	448	0	0	0	5,720	5	3	8
Sundry	62,178	0	3	0	1,993	5	0	0	64,171	5	3	0
Total	353,983	5	6	0	4,039	6	0	0	358,023	1	6	0

Taking the average value of the Hai-kwan tael during 1865 as 6*s*.8*d*., the total amount of silver thus received by the Tien-tsin Customs, on account of duties and tonnage dues, was 119,341*l*. 1*s*. 0 $\frac{3}{4}$ *d*.

It may be remarked with reference to the above Tables, that though the aggregate tonnage of the British vessels is nearly double that of the shipping classed as Sundry, still the tonnage dues paid by the latter exceed those paid by the former. The explanation will probably be found in the two following circumstances:—

1. The trade between Hong Kong and Tien-tsin is carried on chiefly by continental sailing-vessels; it is for the most part a direct trade, and, by the XXIXth Article of the Treaty of Tien-tsin, Hong Kong is placed, as regards tonnage dues, upon the same footing as any of the open ports. Accordingly, if a continental sailing-vessel clears at Tien-tsin for Hong Kong, and pays tonnage dues at the former port, she is entitled to a certificate of exemption from further payment of these dues for four months; but by the time her return voyage to Tien-tsin is completed that period will most probably have elapsed, and thus she will again be at this port when her certificate expires, and consequently be again called upon for payment.

2. Many large sailing-vessels which arrive from England at Shanghai, having discharged their original cargoes at that port, come up here in search of fresh ones, and thus increase the aggregate tonnage of British shipping at Tien-tsin, though they pay no tonnage dues—because they have already paid these dues—at Shanghai, and can always arrive at and depart from this port within the exempted four months' term.

The average rate of freight during 1865 was:—To Shanghai, for steamers, 37*s*. 6*d*. per ton; and for sailing-vessels, 22*s*. 6*d*. per ton. To Hong Kong, for steamers, 62*s*. 6*d*. per ton; and for sailing-vessels, 36*s*. per ton.

There were no direct shipments from Europe or America to Tien-tsin during 1865.

2. Trade and Commerce.

Imports.—The gross value of the goods imported during 1865 was 3,708,532*l*. 14*s*. 8*d*.; out of which goods to the value of 18,594*l*. 7*s*. were subsequently re-exported; thus leaving the net value of the import trade 3,689,938*l*. 7*s*. 8*d*., and showing an increase in value on the preceding year's import trade of 1,268,888*l*. 1*s*. 8*d*.

More than 1,000,000*l*. sterling of this large increase was represented by foreign imports brought coastwise from other Chinese ports, principally Shanghai, and consisting chiefly of cotton piece-goods and opium. The

following Table will show how greatly the importation of 1865 in these articles exceeded that of 1864:—

TABLE No. 3.

	1864.	1865.
Cotton piece goods .. Pieces	332,957	825,832
Opium Lbs.	383,720	732,948

A larger quantity of cotton fabrics was imported last year than in any preceding year since the opening of the port, save 1861; whilst, taking into consideration the fact that prices in 1865 were more than double what they were in 1861, the cotton goods imported in 1865 represented a greater value than the larger number of the same class of goods imported in 1861.

The importation of woollens in 1865 exceeded that of the preceding year by 3,753 pieces; metals also show a steady increase; and more than 300,000,000 needles were imported in 1865, against about 141,500,000 in 1864.

The Comparative Table at page 34 of the Returns will show what the other principal articles of the import trade have been during the past three years.

Exports.—The export trade of 1865—the chief exports being cotton, medicines, fruit, and vegetables—compares unfavourably with that of 1864, and shows a decrease in value to the extent of 8,192*l.* 3*s.* 4*d.*, to be accounted for by a small falling off in the export of cotton, and a large falling off in the export of peas. The export of sheep's wool, as shown by the Returns, was insignificant in quantity, but that of camels' wool, though small, showed signs of improvement, and both these articles ought to become important exports from Tien-tsin. The amount of treasure exported in 1865, in the form of sycee silver, was very large, having been equal to 1,158,238*l.* 2*s.*, thus proving to what an extent the balance of trade still continues against this port.

General Remarks.

If the value of all re-exported produce, both native and foreign, be eliminated from the Returns, the following diagram will illustrate the exact value of the Tien-tsin trade during the year 1865:—

				£	s.	d.
Tien-tsin (1865) ...	Foreign trade ...	{ Value of Imports ...	Native produce ...	276,388	17	8
			Treasure ...	156,004	19	4
	{ Value of Exports ...	Native produce ...	4,448	2	8	
		Foreign produce ...	1,307,157	11	4	
	{ Coast trade	{ Value of Imports ...	Foreign produce ...	2,106,391	18	8
			Treasure ...	41,135	0	0
		{ Value of Exports ...	Native produce ...	379,436	19	4
			Treasure ...	1,158,238	2	0

An examination of the above diagram will show how relatively unimportant the direct foreign trade of Tien-tsin is, as compared with its coast trade. The former is carried on with Japan, Siam, and Hong Kong, and its gross value in 1865 was as follows:—

TABLE No. 4.

				Japan.		Siam.		Hong Kong.	
				£	s. d.	£	s. d.	£	s. d.
Imports	..	..	..	32,438	7 8	4,966	5 8	240,213	4 0
Exports	..	..	..	3,762	19 0	..	..	156,690	3 0
Totals	..	..	..	36,201	6 8	4,966	5 8	396,903	7 0

A few remarks will suffice on this branch of the Tien-tsin trade.

Japan.—The edible sea-weed of Japan represents in the Trade Returns for 1865 more than half the value of all the other imports from that country. Next come ka, biche-de-mer, tobacco, gall-nuts, black plums, medicines, ginger, and coir; only one of the remaining imports, viz., coarse porcelain, amounting to 250*l.* in value.

Medicines and cotton were exported to Japan last year in small quantities; the value of the other exports was so small that they need not be enumerated.

Siam.—The only imports from Siam which deserve notice are, in the order of value, as shown by the Returns,—sugar, black pepper, and Sapan wood. There was no direct export trade with Siam last year; but it is probable that, indirectly, through Hong Kong and some of the southern Chinese ports, there was a considerable interchange of productions between that country and Tien-tsin.

Hong Kong.—Hong Kong being a British possession, is classed in the Returns as a foreign country with respect to China, but the imports from and exports to it are much the same as those which are carried between Tien-tsin and the coast ports.

Hong Kong, however, as far as trade is concerned, is not so much a commercial port as a port of call, or mercantile depôt; itself producing nothing, it is a storehouse in which the products from other ports are temporarily stored, and may be passed by, therefore, without further notice in this Report.

	£	s.	d.	£	s.	d.
The gross value of the foreign trade of Tien-tsin for 1865 was thus, as shown by Table No. 4	..			438,070	19	4
And deducting from this, for imports re-exported	1,228	19	4			
And for treasure exported	4,448	2	8			
				5,677	2	0
Its value was				432,393	17	4

If this small amount be compared with the net value of the coast trade for 1865, which, as may be gathered from the above diagram, amounted, exclusive of treasure, to 3,792,986*l.* 9*s.* 4*d.*, it will be seen that the value of the coast trade exceeded that of the foreign trade by 3,360,592*l.* 12*s.*

It must be borne in mind, however, when considering the position of Tien-tsin as one of the open ports, that, although it has no direct trade with Europe or India, still by far the most important constituents of value in the coast trade of the port are the cotton piece goods of Manchester and the opium of our East Indian possessions.

The two following Tables, in which the principal articles of the coast trade of 1865 are enumerated, and their values stated, will bear out the statement which has been made in the last paragraph :—

TABLE No. 5.

Imports in 1865.	Values.		
	£	s.	d.
Foreign—			
Opium	1,012,770	18	8
Cotton piece goods	830,441	3	0
Woollens	135,442	2	8
Woollen and cotton mixtures	61,802	17	8
Metals	30,647	12	8
88 other foreign products, or classes of products ..	35,287	4	0
Chinese—			
Silk piece goods and other fabrics	323,636	10	0
Tea: brick, and other kinds	272,846	19	4
Sugars	223,978	0	0
Paper	99,686	7	0
Nankeens	53,091	5	0
Tobacco	44,749	2	4
116 other Chinese products or classes of products ..	289,169	7	8
Total value of imported produce	3,413,549	10	0

TABLE No. 6.

Coast-trade. Exports in 1865.	Values.		
	£	s.	d.
Raw cotton	146,673	19	8
Tobacco	47,996	17	0
Medicines	25,724	14	8
62 other products, or classes of products	159,041	8	0
Total value of exported produce	379,436	19	4

It is thus proved beyond dispute by reliable statistics that Tien-tsin is an important market for the produce of Great Britain and her dependencies. Its consumption is great and increasing, and if piece goods could only be laid down here direct, instead of being shipped in the first instance to Shanghai, and then transhipped for Tien-tsin, the saving thus effected in the cost of transport would, by lowering prices to the consumer, increase the demand for those goods in Northern China, and thereby exercise a proportionally beneficial influence upon trade, and stimulate production in England.

When it is remembered that by the goods being shipped direct for Tien-tsin, the extra freight and insurance up the coast would be saved, as well as the charges for landing, shipping, and warehousing, at Shanghai, it will be seen that a very considerable saving might be made by direct shipments. The rates of freight from Shanghai to Tien-tsin are, moreover, very high for the distance run, and the ton is calculated at the unusual measurement of 40, instead of the usual one of 50 cubic feet.

I may here mention that Mr. C. M. Grant, a British subject resident at Kiachta, has organized a postal service between that town and Tien-tsin, for the conveyances of messages and news transmitted to or from Europe by the Russo-Siberian telegraph, and the experiment, if successful, will add greatly to the importance of this port. A message, which was conveyed from London to Tien-tsin in sixteen days, has already been received here by this trans-Mongolian post, and, when the service gets thoroughly organized, and in good working order, it is estimated that news may be received in Tien-tsin from London within twelve days.

In conclusion, I append a statement of the sums which have been paid each year as indemnity instalments from the Tien-tsin Customs from the

opening of the port to the 31st December, 1865, since which date no further payments on account of indemnity are to made at this port.

As these payments consisted of one-fifth of the revenue collected by the Foreign Customs, they clearly indicate the whole amount of duties so collected; and the increasing duties indicate as clearly a corresponding increase in the imports and exports upon which they were levied.

The payments made in Haikwan taels were as follows:—

						Taels.
In 1861	..	..	..	..	..	21,629,186
1862	..	..	..	..	..	14,335,254
1863	..	..	..	..	..	22,382,974
1864	..	..	..	..	..	29,532,023
1865	..	..	..	..	..	58,214,867
Total	..	..	..	..	..	146,094,304

Equal to 48,698l. 2s. 4d.

The following are the rates of exchange at which the conversions into sterling have been made in this Report:—

1 Haikwan tael equal to 6s. 8d.; 1 Tien-tsin tael, 6s. 4d.

Payments on account of duties or indemnity are made in Haikwan taels, and the value of all merchandize is estimated in Tien-tsin taels.

(Signed) J. MONGAN, *Consul*.

Tien-tsin, June 12, 1866.

No. 2.

Acting Consul Carroll to Lord Stanley.—(Received April 3.)

My Lord,

Taiwan, January 8, 1867.

I HAVE the honour to inclose herewith the Returns of Trade of the Port of Tamsuy (Formosa) for the year 1865, together with a Report thereon; the whole being copies of a despatch and inclosures addressed by Mr. Vice-Consul Gregory to Sir Rutherford Alcock, K.C.B., Her Majesty's Minister in China.

I have, &c.

(Signed) CHAS. CARROLL.

Inclosure in No. 2.

Vice-Consul Gregory to Sir R. Alcock.

Sir,

Tamsuy, December 31, 1866.

I HAVE the honour to transmit herewith a set of Returns of Trade for this port, with Kelung, for the year 1865. They are numbered 1 to 4.

No. 1 is of British shipping. As compared with the preceding year, it shows a small diminution in the number of craft, but an increase of tonnage. I attribute the latter fact partly to the increase of the Kelung coal trade, which has brought into use vessels of a somewhat larger class than had previously frequented these ports, and partly to the commencement of a different mode of supplying opium—namely, the employment of large steamers, engaged chiefly in trading to other ports, to call here

occasionally and land opium, in place of the employment of smaller vessels more especially for this trade.

An increase appears in the number of steamers. All the merchant-steamers which entered during the year were under the British flag.

I have not ascertained the values of the cargoes, which could only be learnt by a detailed examination of the Custom-house books. It appears that 1,067 cwt. of opium, value about 97,000*l.*, being more than nine-tenths of the total import of opium, arrived in British vessels.

Return No. 2 is of foreign shipping. It shows a noticeable increase upon that of the previous year.

Return No. 3 is of imports. Compared with the Return for 1864, it shows a remarkable diminution in the article of opium, with little change in the aggregate amount of the other articles. The import of European cotton goods was about double of that of 1864.

Return No. 4 is of exports. The export of rice was small, and a decrease also appears in camphor and some other articles.

The export of coal from Kelung received a fresh impulse in 1865, and the quantity exported (chiefly in the latter half of the year) was about 66 per cent. more than that exported in the year 1864.

The article of export described as hemp consists in large measure—perhaps entirely—of the fibre of the *Bœhmeria nivea*, or *Urtica tenacissima*, a nettle-like, but tall and handsome plant. The so-called grass-cloth of China is made from the fibre of this plant, and hence the plant has been called by the strange name of “China grass.” Some such name as “hemp-nettle,” “flax-nettle,” or “China nettle” would be more appropriate.

The “hemp-skin” is from a different plant—perhaps the *corchorus capsularis*. It seems that the fibrous part of this plant is used, in a rough state, for making hawsers, and also, in a more prepared state, for making rough bags for containing rice.

Alum, which appears among the exports, is believed not to be produced in Formosa, but to arrive in junks from the mainland—probably from the well-known alum-producing region near Nam-kwan, on the borders of the Cheh-kiang and Tokien provinces.

Specie, in payment for opium, and as remittance of Customs receipts, &c., was exported in 1865; but I have no record of the amount.

The practice of granting special permissions to European vessels to visit and trade at various places on the coast which had not been regularly opened to foreign trade was discontinued by the Custom-house in the middle of 1865.

The state of the neighbouring country during the year 1865 was peaceful, and, notwithstanding the occurrence of some disturbances, there appeared to be a continuance of tolerant and even friendly feeling toward Europeans on the part of the Chinese. Some Europeans made journeys into the country of greater extent than had previously been made, and it seems that they were always well received.

Yours, &c.

(Signed) WM. GREGORY.

(No. 1.)—TRADE of British Vessels at Port of Tamsuy (including Kelung), from January 1, to December 31, 1865; all of which may be considered as Coasting Trade.

ENTERED.

From what Ports.	Total No. of Vessels.			Total Tonnage.			Nature of Cargoes.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Hong Kong, Amoy, Foo-chow, Shanghai, Takow, &c.	36	4	40*	7,672	764	8,436†	Opium; also shirtings, camlets, Chinese cotton cloth, bricks, tiles, Chinese paper, cotton, eatables, some specie, and sundries.	Not ascertained.

* 12 steamers; 28 sailing vessels.

† Steamers, 3,248 tons; sailing vessels, 5,188 tons.

CLEARED.

For what Ports.	Total No. of Vessels.			Total Tonnage.			Nature of Cargoes.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargoes.	In Ballast.	Total.		
Hong Kong, Shanghai, Amoy, and other neighbouring ports. 1 steamer for Japan, after coaling.	32	7	39*	5,726	2,440	8,166†	Camphor, coal, rice, planks, hemp or Boehmeria fibre, sugar, charcoal, specie, and sundries.	Not ascertained.

* 12 steamers; 27 sailing vessels.

† Steamers, 3,248 tons; sailing vessels, 4,918 tons.

NOTE 1.—In this Return Tamsuy and Kelung are treated as one port; a vessel visiting both places and departing is reckoned as entering once and clearing once. Of the 39 vessels which cleared, 26, tonnage 5,212, were at Tamsuy only; 8, tonnage 2,266, were at Kelung only; and 5, tonnage 688, were at both Tamsuy and Kelung.

NOTE 2.—Vessels taking away only their original cargo, or part thereof, are classed with vessels clearing in ballast.

(Signed) WM. GREGORY,
British Vice-Consul at Tamsuy.

(No. 2.)—RETURN of Foreign Vessels Entering and Clearing at the Port of Tamsuy (including Kelung), during the Year 1865, Junks not included.

Flag.	ENTERED.				CLEARED.			
	With Cargoes.		In Ballast.		With Cargoes.		In Ballast.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Chinese	1	97	..	..	..	..	..	..
Hamburgh	20	4,755	1	187	18	4,033	2	576
Danish and Schleswig-Holstein	16	3,091	5	952	20	3,880	2	298
Bremen	4	1,233	1	189	4	1,233	1	189
Dutch	3	793	..	..	2	437	1	356
French	2	493	..	..	1	348	..	..
American	1	271	1	232	..	..	1	271
Prussian	1	228	1	210	1	228	1	210
Portuguese	1	113	1	113	2	226	2	..
Hanoverian	2	313	..	..	2	313	2	..
Lübeck	1	505	..	..	..	..	..	..
Norwegian	..	..	1	161	1	161	1	..
Hawalan	1	150	..	..	..	..	..	..
Total	53	12,042	11	2,044	51	10,859	8	1,900
			64				59	
				14,086				12,759

All of which were sailing vessels. They came from, and cleared for, ports in China (chiefly Southern or Central), Southern Formosa, or Hong Kong.

(Signed) WM. GREGORY, *British Vice-Consul at Tamsuy.*

(No. 3).—IMPORTS at the Port of Tamsuy (including Kelung, &c.), in Vessels of all Flags, which Cleared during the Year 1865, Junks not included.

(Chiefly from Custom-house Returns.)

Denomination.	Quantity.	Value. (Sterling.)
(A.) <i>Foreign Produce.</i>		£
Opium, Benares and Patna	Cwt. 1,170	107,000
Cotton goods, viz. :—		
Grey shirtings and T-cloths	Pieces 7,921	10,300
White ditto	„ 2,466	3,420
Turkey reds, dyed cottons, chintz, &c.	„ 1,124	1,240
Cotton yarn and thread	Cwt. 65	940
Woollens, viz. :—		
English camlets	Pieces 505	2,900
Long ells	„ 355	750
Bombazettes, lastings, bunting, Spanish stripes, crape, camlets, medium cloth, &c.	„ 533	1,250
Blankets	Pairs 126	150
Ginseng, American	Cwt. 11	370
Birds' nests, bêche de mer, mangrove bark, and sundries .. .. .	.. .. .	1,630
(B.) <i>Chinese Produce.</i>		
Nankeens and cotton cloths .. .. .	.. .. .	6,870
Silk piece goods, ribbons, &c. .. .. .	.. .. .	3,970
Beans and peas	Cwt. 3,812	2,220
Raw cotton	„ 299	1,630
Wheat	„ 2,144	1,950
Paper	„ 1,383	1,410
Bricks, tiles, and earthen jars .. .. .	.. .. .	1,000
Vermicelli, preserves, fruits, medicines, dried lily flowers, tallow, vermillion, looking-glasses, fans, and sundries .. .. .	.. .. .	7,500
Total		156,500

(Signed) WM. GREGORY,
British Vice-Consul at Tamsuy.

(No. 4).—EXPORTS at the Port of Tamsuy (including Kelung, &c.), in Vessels of all Flags, which Cleared during the Year 1865. Junks not included.

Denomination.	Quantity.	Value. (Sterling.)
		£
Rice	Cwt. 52,738	22,100
Camphor	„ 9,267	22,000
Indigo, liquid or paste	„ 3,804	3,100
Sugar, brown	„ 5,665	4,700
Coal	Tons 7,162	3,400
Hemp (or Bœhmeria fibre)	Cwt. 863	1,900
Hemp skins (or jute ?)	„ 1,254	600
Hemp or other bags	Pieces 61,110	670
Alum	Cwt. 3,130	1,140
Fish, salt, dried, or pickled	„ 977	730
Timber, chiefly hard wood in various forms	„ ..	620
Oil, tobacco leaf, white sugar, Chinese medicines, pith paper, agar agar (sea weed), fruit, and sundries	„ ..	2,500
Total	„ ..	63,460

Besides Re-Exports, viz. :—

Denomination.	Quantity.	Value. (Sterling.)
		£
Sundries, chiefly Chinese	„ ..	220
		220

(Signed) WM. GREGORY,
British Vice-Consul at Tamsuy.

No. 3.

Acting Consul Carroll to Lord Stanley.—(Received April 13.)

My Lord, *Taiwan, February 1, 1867.*

IN conformity with instructions I have the honour to forward, enclosed, Returns of the trade at this port during the year 1866, together with my Report on the same, the whole being copies of a despatch and its inclosures addressed by me to Sir Rutherford Alcock.

I have, &c.
(Signed) CHAS. CARROLL.

Inclosure in No. 3.

Acting Consul Carroll to Sir R. Alcock.

Sir, *Taiwan, January 20, 1867.*

I HAVE the honour to inclose herewith the Returns of Trade of the port of Taiwan (Formosa) for the year ending 21st December, 1866.

These Returns are four in number, viz. :—

No. 1. Return of British shipping.

No. 2. Return of merchandize imported.

No. 3. Return of merchandize exported.

No. 4. General Return of foreign trade.

I have not thought it necessary to give a separate Return of vessels reporting at the Taewanfoo Office, for the reason that all vessels which have so reported, have either before or after so doing been also reported at the Takoro Office. I have therefore treated the two places as forming one port.

On comparing these Tables with those furnished by Mr. Consul Swinhoe, in February of last year, I much regret to observe a considerable falling off in the number of vessels arrived and departed, and in the aggregate amount of the tonnage.

The extent of this decrease will be gathered from the following tabular statement, which also shows the comparative values of cargoes, and amount of duties of the two years :—

	1865.	1866.
Number of vessels arrived ..	42	28
Tonnage	5,954	4,448
No. of vessels departed ..	43	27
Tonnage	6,135	4,354
Value of imports	586,197 dols.	473,880 dols.
Value of exports	552,374 „	175,584 „
Total dues and duties ..	22,135t. 5m. 3c. 8c.	11,724t. 2m. 3c. 3c.

	Dollars.
From the exports of 1865, however, must be deducted the value of 272 chests of opium re-exported, viz. :	136,000
And treasure to the amount of	245,160
	381,160

Thus making the real value of exports in 1865 to be 171,214 dollars less than the amount shown on the export of the year following.

The duty on the said 272 chests being also paid here, and amounting to 8,160 taels, will account in a large measure for the excess of duties paid in 1865 over those paid in 1866.

Moreover, looking at the whole of the trade conducted in vessels of all nationalities, the total value will be found to be in the year now under consideration 2,767,567 dollars, whereas if we deduct treasure and re-exports from the amount shown for the year 1865, we get a total of 2,649,590 dollars, leaving a difference in favour of the present year of about 120,000 dollars.

Thus taking into consideration the unsettled state of foreign trade throughout the whole of China, and the consequent unwillingness of the large firms to embark their capital on comparatively untried ground, I think the results of the year's operations in this port may be said to be fully as satisfactory as could have been anticipated. I presume that the excess of foreign vessels over British in the trade with this island, may be accounted for by the fact of there being so many more of the former in these seas, of a size serviceable in this particular trade ; the larger British vessels finding a far more profitable, and less hazardous occupation in carrying wood and other Chinese cargo, between Shanghai, Foochow, and the north.

The nature of the harbours, or I might say the want of harbours, both

at Taewan and Takow, rendering it extremely dangerous for vessels drawing over ten or eleven feet of water to anchor. The anchorage at Taewanfoo is a simple roadstead, open and unprotected; that at Takow (twenty miles south of Taewanfoo), is the same as regards all vessels of greater draught of water than that specified above. Schooners and small brigs are able to enter and anchor in the inner harbour of Takow, which consists of a salt water lagoon some ten miles in length having a mouth about 100 yards in breadth. Directly inside this mouth the breadth increases to about 1,000 yards, and, further in, to about three or four miles. The water, however, is so shallow that the only place for anchorage is close inside the mouth, where there is room for not more than fifteen or sixteen vessels.

Takow is therefore the place of trade and it is there that the houses of foreign merchants are built, the only mercantile resident at Taewanfoo living in a Chinese house slightly altered to suit western ideas of comfort. At a moderate expense to the Chinese Government, and with constant and careful supervision, the harbour at Takow might be considerably deepened and made otherwise more convenient and secure; and I trust that ere long an increasing trade, and consequent larger receipts of duties, will warrant the Imperial Government in undertaking some such work for the benefit of the foreign merchants.

A removal of the present restriction on the export of rice would also do much towards increasing the facilities and profits of the Formosa trade, for, were the export allowed, merchants would be enabled to pay for the opium and other goods imported by return cargoes of this grain, which if they did not give a large profit would at least not show a loss, and would moreover encourage charterers of vessels, whereas at present, payment is made to a great extent by shipments of treasure at a cost of never less than 2 per cent., and I suppose sometimes more.

The late change in the Government of the island and the friendly feeling evinced by the present Taoutae leads me to hope that, with encouragement from Peking, I shall soon be able to procure the removal of this restriction.

The great opponents to the scheme are, and ever will be, the smaller local officials. These, reaping a benefit from the export of grain in Chinese junks (which is largely carried on), are naturally adverse to the trade being even partially transferred to the hands of Europeans, and exert all their influence to prevent such an event. The Taoutae, being a new comer, naturally consults these men, and they in reply inform him that rice being dear and scarce, its export would seriously injure the well-being of the people. Hence the difficulty in obtaining the removal of the prohibition. The great desiderata, however, in Formosan trade are, as far as I can judge, capital and enterprise backed by Government protection.

I feel sure that the hills of the interior are capable of producing almost anything. Tea, coffee, and many kinds of spices would I think flourish; cassia is already found there.

The trade in camphor and coal is undeveloped, while that in sulphur is prohibited.

An improved method of extracting the juice of the sugar cane would double the produce of this article, while establishments for the refining of sugar and camphor on the spot would lessen the cost of freight, increase the value of the goods, and prevent in a great measure the large loss which they always sustain in weight during a voyage.

The hills in the interior abound in wood which might with ease be floated down a large and rapid river which empties itself into the sea at Tung Kiang (or Tang Kong), nearly fifteen miles south of Toko.

All these sources of wealth are however rendered unavailable by the ignorance and inertness of the ruling Powers, who do not appear to know that the strength of a Government exists in a great measure in the wealth and prosperity of its individual subjects.

To an enlightened and enterprising Government, this island would be most valuable.

Reverting to Mr. Swinhoe's Report of last year, I find that he states that at Takow the residents are wretchedly housed. This state of affairs has however much improved during the past twelve months. Houses of foreign structure have sprung up on both sides of the harbour, and two new firms have established themselves since the date of Mr. Swinhoe's Report, and I trust that when the China trade shall have recovered its pristine healthy tone, others may be led to follow their example. The climate though hot appears to me healthy, and in this opinion I am confirmed by the resident medical practitioner, who informs me that he has never had under his notice any serious complaints which could be attributed to the climate. Unlike the north of the island we enjoy here a long continuance of dry pleasant weather, while the proximity of the sea affords us a strengthening and invigorating breeze which must be much cooled by the close neighbourhood of the lofty peak of Mount Morrison, which, rising to the height of 10,000 feet, is during this period of the year frequently covered with snow. The vegetation of the south part of the island is very tropical and wildly luxuriant. The shores of the lagoon are on both sides clothed with a thick growth of cacti and other hard leaved plants, and its shallow sides are covered with swamps of the stunted mangrove. Oranges of various sorts are common, and pineapples and bananas procurable throughout the entire year. The woods of the interior must be full of life, as skins of the bear, pig, chetah, wild cat, and several kinds of deer are always to be purchased from the traders with the savages.

The hill forming the north side of the harbour gate of Takow is named Apes Hill, and large numbers of the animal from which it takes its name are at all times to be found on its summit.

The Chinese natives of this neighbourhood are principally settlers from the opposite coast of Fuhkien, speaking with scarcely any variation the same dialect as that spoken in Amoy. They are a rough and uncultivated race, the men great smokers of opium and the women notoriously and openly unchaste.

The rule and influence of the mandarins is only felt in and about the walled cities and the immediate vicinity of the more important sea-ports, and clan fights are not at all uncommon in the more remote districts.

About five miles northward of Taewanfoo (the capital of the island) there exists a village (called in the native tongue Kok-si-Kong) inhabited by pirates who prey upon the inhabitants of the surrounding country. The fishermen of An Ping (the immediate suburb of Taewanfoo), being prohibited from carrying arms in their fishing boats, are the easy and constant victims of these lawless miscreants, and to such a length do they carry their audacity, that it is but a few months since a party of them landed at An Ping, plundered, ravished, and rioted for three days and then returned unmolested to their own stronghold. That such a thing should be allowed under the very walls of the capital of the island, speaks little for the efficiency of the Chinese officials and the boasted paternal care of the Imperial Government.

As regards the bearing of the natives towards the foreign residents, as far as I can speak from my short stay here, I should say that it will bear favourable comparison with that met with in many of the ports which have

been much longer frequented by us. In general I have met with a certain amount of consideration and respect which I regret is not common in China. Even the lawless inhabitants of Kok-si-Kong are so far imbued with this spirit, that should a foreign vessel be so unfortunate as to fall into their hands, though they will strip her of every thing on board, and break up the hulk, yet will they respect the lives of the crew and deliver them to Her Majesty's Consul, claiming at the same time however, a reward for so doing. I trust that no act on the part of foreigners may ever interfere with this feeling, but that rather the longer we remain here the greater may be the respect of which we shall be the objects.

Though perhaps not strictly in keeping with the nature of a trade report yet, as affecting the general interests of those residing on this island for the purposes of commerce, a few remarks on the interior of Formosa and its inhabitants may not be unwelcome. The information is drawn from personal observation during a short visit I made (in company with Dr. Manson of Takow) to the so-called savages, during the month of December 1866. Starting on foot from Takow, we journeyed in a north-easterly direction passing through the district city of Fung-shan-Hien (or Petow). The most important article of produce in this part of the island is without doubt the sugar cane, and we accordingly passed through long dusty roads skirted on either side with raised fields in which the cane growing to a height of some ten feet, completely shut out from view the neighbouring scenery. The roads themselves are a feature peculiar to this part of China, and are made for the accommodation of the waggons or arabas in which the sugar cane is transported. These waggons are about 5 feet wide and are planted on two solid (*i.e.*, without spokes) wheels; they are drawn by two, three, or sometimes four buffaloes or bullocks. The roads are made wide enough for two of these to pass, but in consequence of the utter absence of supervising care, are in summer little better than mud swamps, and in winter so deep in dust as to render walking a matter of difficulty and discomfort. We were therefore not sorry on the second day to leave the sugar districts and enter a region of rice fields, where, if the paths were narrow, we could at least see about us and get an occasional shot at a snipe or plover. The distinctive mark in the landscape about this part of our walk consisted in groves of the tall and graceful areca palm, of which the straight delicate stem with its crown of fair like leaves was to be seen clustered in hundreds round every village we passed. The bamboo, too, flourishes here in a beauty I have never seen elsewhere, sometimes growing in a thick impenetrable hedge, screening from sight some village or large farm, and sometimes in isolated clumps which stand out against the bright sky like plumes of waving feathers. Both at this part and all along our route we found the natives obliging and civil, the only thing of which we could complain being a rather obtrusive curiosity, which made it difficult to obtain a moment's privacy. This, however, can scarcely be wondered at as I believe we are the first foreigners who have passed along this route, the three or four others who have visited the savages having started from Taewanfoo,

We never had any difficulty in obtaining accommodation for the night, though that accommodation was occasionally none of the cleanest, and generally of a very limited extent.

From this we entered the hill country, and here our locomotion became so slow, and the route (path or road there was none) so devious and difficult, that I feared more than once that I should have been unable to proceed. Creeping on hands and knees up the side of a hill, along a ridge not 2 feet broad, and having to descend the other side by swinging down a long rattan rope, fastened to a tree stump, is no easy feat to one long

unaccustomed to such exercise. Occasionally, too, we had to walk along narrow ledges of crumbling, shifting slate, at a height of some 150 feet from the river, which flowed beneath—the hill-side being a sheer perpendicular wall of slate—where a single false step or a moment's giddiness would have been certain death. Our route was principally along the bed of the large river, mentioned above, which empties itself into the sea at a place called Tang-kong, some 15 miles south of Takow. This river, which is in winter not more than 30 or 40 yards broad, evidently increases to three or four times that breadth in the rainy summer season of Formosa, and, from the water-marks on the hill-sides, must rise in places to a great height. The current is exceedingly rapid; so much so that at places where we forded it—the water coming up to the hips—we were obliged to accept the assistance of the stalwart natives, and even then were in imminent danger of being thrown from our footing and dashed down the stream. At several points the hills on either side approached each other so close that the water rose to the sides of the perpendicular rocks, and then it was that we had to climb and descend by circuitous routes, in the dangerous manner described above, returning frequently to the river's course, after an hour or two hours' work, to within a few hundred yards of the spot we had left. It is not, therefore, to be wondered at that we never performed more than 40 li, or 14 miles, in one day, and that an average day's walk was little more than half that distance, though this was generally attributable to the fatigue evinced by our coolies, who, being paid by the day, naturally made the day's work as light as possible.

When at last we arrived at the *locale* of the savages, we were informed that, with the exception of one or two old women and children, the whole village was out in the fields, and we were compelled to sit down on our baggage, and await their return. This did not take place till the shades of evening had fallen: and the chief and his wife being the last to arrive, it had by that time become so dark that torches were necessary to light us to the hut where we were to pass the night.

The appearance of these so-called savages contrasts most favourably with that of the Chinese. Tall, straight, and erect, they carry themselves on their limbs with perfect grace and ease, and display such a consciousness of strength and freedom in their faces, as cannot fail to excite admiration. I think, however, apart from their freedom of life, the absence of all luxury and effeminacy, and the other advantages of a savage existence, much of this strength and superiority of person must be owing to what is termed "national selection," or the "struggle for existence." I have no doubt—though they would not acknowledge it—that weak and sickly children are allowed to die, and that the task of reproduction falls to the strong and healthy, who naturally produce strong and healthy offspring. I feel convinced also that they are in the habit of destroying their female children, and am the more confirmed in this conviction from the fact that there was not in the village we visited a single female child or unmarried woman. Unfortunately, this did not strike me till after we had left the place; so I was unable to obtain any explanation from the people themselves.

The men wore black turbans, or caps made of deer-skin, blue or red jackets, with an outer jacket of deer or chetah skin, and short kilts. The women were dressed in much the same fashion, with the addition, when at work outside, of blue-cotton gaiters, fastened round the lower part of the leg. The chief, a fine-looking man, about 50 years old, wore an eagle's feather in his turban. Their huts are made of reeds, and thatched with dried grass, with a door, or rather opening, on each side. At one end are placed two couches, also made of reeds, one on each side of the hut; and

between these is a hollow scooped out for the fire, which is kept burning all night. They have no method of reckoning time, neither have they any divisions of years or months, and were in consequence unable to tell their own ages. We saw no signs of cultivation, with the exception of a few melons; but they produce excellent rice (I believe, the best in the island), tobacco (better, in my opinion, than the Chinese), and millet. The hill-side all round their village was a thick jungle of tall grass, fully 10 feet high, and each blade an inch in circumference near the roots. Through this were narrow tracks—so narrow, indeed, that the long blades crossed and mingled together in a manner truly embarrassing to those not accustomed to walk in such rank pasture, being so sharp and strong as to draw blood from our hands and faces whenever we came in contact with them. When the natives wish to make use of the ground, this grass is set fire to, and the required space thus obtained. It also serves them for fuel, for thatch, and various other purposes. Though in the immediate vicinity of the village we did not observe much timber, but from the hill-side we could get sight of the mountains rising on the other side of the river, along whose course we had travelled, and these were covered with large trees to the very summits.

The camphor-tree, though the drug is not exported from this place, is said to grow about here, and indeed the soil appeared to be rich enough to produce anything.

The people themselves appeared quiet and harmless, and, though greedy of gifts, treated us with deference and cordiality. This amiability does not, however, extend to their relations with the Chinese, or to savages not of the same tribe with themselves. The former they regard with implacable hatred, and the constant feuds between the tribes render it dangerous for the savages to move about save in parties of several at a time, and then all armed with guns, spears, and bows. We met one of these parties on our return; they arriving on one side as we arrived on the other side of a river. They all stopped at once, and would not venture to pass the stream until the natives who accompanied us had sat down, and I and my companions had advanced unarmed to the water-side to invite them over. They then crossed, sat down, produced their pipes, and smoked in peace. Had we not been present, however, it is not improbable that bloodshed would have taken place. Their language differs totally from Chinese, and abounds in rich liquid sounds. It is said to resemble Malay; but, not being acquainted with that language, I cannot speak as to the correctness or otherwise of the assertion. I append a selection taken from a vocabulary we compiled on the spot. Perhaps some linguist skilled in Eastern tongues may find therein some analogy to other Asiatic languages. Of their own origin they themselves know nothing; neither do the Chinese. It is stated, however, that at the time the Dutch had possession of the western face of the island these tribes extended to within a few miles of Taewanfoo, and there exists at the present day a race of people who, utterly dissimilar in appearance both to the savages and Chinese, are said to be the descendants of the mixed offspring of the Dutch and savages. These speak Chinese, and are always to be found established on the outskirts of the savage territory. We passed through several villages of them, and obtained the assistance of one to conduct us to the mountains. The striking points of their appearance are their round faces, luxuriant tresses, and large soft eyes; their figures—especially those of the women—are eminently beautiful. In dress the men approximate to the Chinese; while the women adopt in part the garments of the savages.

I will close this Report with a few remarks on the geology of Formosa.

The whole eastern side of Formosa, from the coast to the centre of the island, is occupied by a range of lofty mountains. Between these and the broad plain of the western coast is a tract of hilly country, which runs from the north of the island to within about 50 miles of the south point, terminating about due east of the Port of Takow. Still further south and the level plain disappears altogether, the mountains rising abruptly from the sea-coast. At Taewanfoo the plain is about 15 miles in breadth; then comes the low hilly country, and finally the high mountains of the interior.

The higher ranges which we passed in our visit to the natives were almost entirely composed of blue slate. Whenever it could be examined cropping out on the hill-sides, or in the ravines where the streams had exposed it, this rock was found to be exceedingly friable, and apparently easily acted upon by the atmosphere, water, and other agencies. This facility of disintegration undoubtedly accounts for the great depth of fine soil in the valleys, and even on the most exposed parts of the hills. In most sections the strata exhibited a parallel arrangement; but in some places the bulk of the rock was made up of globular masses, 1 foot to 6 feet in diameter, of concentric laminæ, piled on and fitting to each other. In other places elongated cylindrical bodies, about 4 inches to 12 inches in diameter, lay between the strata. These were of a very hard material, heavy, and having a dark, or like, material, or a mass of imperfectly-formed white crystals, in the centre. Occasionally thin veins of a spar, like that of Derbyshire, ran through the slate. Springs, depositing sulphur, issued in some places from the rock; one hill in particular had its sides streaked with what appeared from a distance to be this sulphur deposited from water. Near one of these sulphur-springs the rock was white with innumerable minute needle-shaped crystals; very soluble in water, and almost tasteless. Though fixed strata of sandstone were only seen once or twice, yet the immense boulders in the river-beds were almost entirely composed of this rock. Here and there, among the sandstone boulders, would be one of very hard limestone crowded with minute fossil shells. From this it would appear that the rocks higher up the stream are of sandstone, and higher still of limestone. No opportunity was afforded of verifying this conjecture, as our journey did not extend beyond the region of slate, and stopped where the river was yet of considerable magnitude.

In the country immediately on the western side of the higher, or slate, mountains we were shown a place where fire issued from the earth. The seat of this phenomenon is about half way up a hill, some 500 feet or 600 feet in height, and occupies a circular patch of ground, about 12 feet in diameter. Over such a space the soil is baked hard, and cracked in all directions by the heat. Vapour, smelling like petroleum, issues from these cracks, and, when sufficiently concentrated, burns with a bright yellow flame, varying from 6 inches to 12 inches high, giving off little or no smoke or smell.

In returning to the coast, and after leaving the highlands, our road for about 15 miles lay through the tract of small hills already mentioned. They nowhere attained an elevation over 200 feet. The view from the summit of the last range of higher hills was very striking. Behind were the mountains we had left; in front—north, west, and south—were these singular hills, stretching as far as we could see. No arrangement into chains and valleys seemed to exist; but each hill, or rather mound, was separate, and unconnected with its neighbours, accident seeming to have determined its position. The whole reminded one of the waves in a cross sea. Streamlets and dry watercourses seamed their sides, and gave an opportunity of ascertaining the strange character of their composition, and

assigning it to the probable cause. On inspection, they proved to be made up of a fine stratified clay, resting on an exceedingly friable and imperfectly-formed sandstone. Groups of shells, similar to those found on the Formosan coast at the present day, were imbedded at places in the clay, and lay loose in the beds of the streamlets running through it. A large species of oyster was met with in great quantities; also a minute whelk, like one very common in the salt-water lagoon at Takow. The loose sandstone was also in places rich in fossil-shells of a recent date. No coral was found. The western boundary of this strange country is very abrupt and marked by a river. No elevation further than a gentle undulation is met between it and Taewanfoo.

None of the facts I have thus unscientifically stated offer an explanation of what is looked upon with no small alarm by those interested in the prosperity of this part of Formosa. I allude to the rapid filling up of the harbours on the western coast, and the formation of shoals between it and the Pescadores.

I am credibly informed that at several places along the coast, where good harbours, with 15 feet and 20 feet of water, existed a few years ago, there is now not sufficient depth to float a junk. At Taewanfoo, according to Dutch and other records, the sea formerly extended to the fort inside the city. Now the beach is 5 miles from that place, and where ships once anchored there is now but a level plain of mud. At Takow the lagoon is seen to shallow year by year; and though the practice of raising artificial oyster-beds may partly account for this, yet, on the other hand, were the water deeper, these beds could not be made, as it is only after a bank has risen that the stones used in their formation can be placed upon it.

From the evidence of the fossils contained in the tract of low clay hills described above, it cannot be doubted that at no very remote period, geologically speaking, these hills were under the sea. The rivers, rushing through the great slate mountains of the (present) interior, brought with them a deposit of fine sand and mud, which formed a layer over the original sea-bottom, which layer in time attained a thickness of 100 feet or 200 feet. By subterranean causes, this was elevated, and the sea thrown back. The sea then washed the foot of this elevated plain, and the mountains, instead of forming the coast, were already far from it. In time the rain and the mountain-streams, acting on the soft clay of the plain, furrowed it in every direction, and caused it to receive its present appearance of miniature and irregular hills. The detritus from this process, together with that coming down from the mountains, was deposited in the sea, and on a second retiring of water, or elevation of land, formed what is now the great plain of Formosa. This process of deposit is still continuing, and the sea is again being filled up, naturally more rapidly than before, the mud and sand being drawn from a more extensive area, the length of the coast line at the same time not increasing. This is scarcely hypothesis; for one who has travelled through the country cannot avoid having the facts and conclusions thrust upon him.

The actions of rivers in filling up the sea and creating new land is well illustrated by the gradual extension of the coast at and north of Shanghai. There the immense quantities of sand and mud brought down by the rapidly-flowing waters of the river are deposited the moment they arrive at the less-active waters of the sea. Shoals are formed; but the volumes of water are so enormous that they possess strength sufficient to cut new channels, and those of a depth adequate to the requirements of commerce. In Formosa the process is identical; but unfortunately the body of water is comparatively insignificant, and lacks the power of forming new highways for trade. As I have already stated, Takow is the only harbour,

properly so called, on the west coast, and it evidently owes its existence to the accidental upheaving of those immense masses of coral and limestone, Ape's Hill and Saracen's Head, and the formation of a long, narrow spit of sand behind the latter, uniting it with a somewhat similar elevation some 10 miles to the south. Into the lagoon thus formed three or four small rivers empty themselves, their waters being finally discharged into the sea through the channel between Saracen's Head and Ape's Hill. Fortunately, for some reasons, this channel is narrow, and bounded by rocks; the current is, therefore, strong and deposit prevented. But the inside of the lagoon, being broad, is rapidly shoaling, and outside a dangerous bar is forming, natural causes being aided by the inertness of the Chinese officials, who take no steps to prevent the discharge of ballast or the formation of oyster beds. Unless some action be taken in the matter, I fear that the only safe harbour on this side of Formosa will ere long be reduced to the same condition as that which formerly existed at Taewanfoo.

I have, in accordance with instructions, forwarded a copy of this despatch and its inclosures direct to the Foreign Office.

I have, &c.

(Signed) CHAS. CARROLL.

Selection from Kali (or Savage) Vocabulary.

English.	Tribes near Taewanfoo.	Tribes near Black Rock Bay (East).	Tribes near Sau-o Bay, North.	South Formosa Tribes.
One	Tsa-an.	Ta-shan.	Isa.	Ita.
Two	Loo.	Loo-ssa.	Loo-ssa.	Loo-ssa.
Three	To-roo.	Ta-oo.	Too-roo.	Too-loo.
Four	Pat-ti.	Pât.	Sir-pah.	Shipat.
Five	Rima.	Lima.	Lima.	Nima.
Six	Nium.	Noom.	In-noom.	Unnum.
Seven	Pitto.	Pitti.	Pitto.	Pitsou.
Eight	Aroo.	Mwa-oo.	Aroo.	Na-loo.
Nine	Si-wa.	Siba.	Siwa.	Siba.
Ten	Ku-mat-tlâ.	Bassan.	Stirriae.	Ta-pu-louk.

Tribes near Taewanfoo.

Heaven	Rungitza.	Dew	Ressu.
Earth	Sasawan.	Rain	Ssičtlê.
Sea	Tenum.	Fire	Apootlû.
Sun	Takarea.	Smoke	Boo-boo-lo.
Moon	Wooratlû.	Stone	Wat-too.
Stars	Atsung-wooratlû.	Wind	Warrato.
Light	Sitlung.	Sugar-cane	Oo-too-bô.
Day	Arinan.	Man	Tzutoo.
Night	Kiwierang.	Woman	Atlê-in.
Heat	Matzitje.	Boy	Ramooratlooza.
Cold	Massaroom.	Girl	Ramooratlooia.
Earthquake	Turatlû.	Body	Klung.
Lightning	Apareta.	Head	Hoowgoo-u.
Thunder	Sooloolunga.	Hair	Muku.
Silver	Bathtok.	Eye	Wooritlû.
Brass	Tia.	Face	Tchumé.
Iron	Flûmûn.	Flesh	Imurroo.
Bamboo	Rhatabootlaboo.	Bone	Tsoo-lettîê.
Water	Saroom.	I.	Itlaku.
Warm Water	Saroom Atlitz.	Thow	Itlau.
Snow	Mia-rarroo.	He	Kani-i.

(No. 2.)—RETURN of the Quantity and Value of Merchandize imported into the Port of Taiwan in 28 Vessels of 4,488 tons, during the Year ending the 31st of December, 1866.

Description of Articles.	Quantities.	Whence Imported.	Estimated Value in sterling at 5s. per dollar.			
			£	s.	d.	
Aniseed, Star	11·46 piculs.	Hong Kong, and Coast of China.	38	0	0	
Bags	26,300 pieces.		591	15	0	
Bamboo brooms	9,800 "		62	15	0	
" poles	150 "		2	0	0	
Biche de mar (black) ..	13·05 piculs.		14	5	0	
Cassia twigs	1·45 "		1	5	0	
Cobblet shells	3,000 pieces.		66	0	0	
Cotton, raw	208·80 piculs.		1,886	15	0	
Curtains, Musquito.. ..	50 pieces.		25	0	0	
Cuttle fish	18·97 piculs.		94	0	0	
Cotton goods—						
Brocades, dyed	240 pieces.		412	10	0	
Chintz	150 "		90	0	0	
Cotton yarn	54·00 piculs.		359	10	0	
Damasks	12 pieces.		12	0	0	
Drills and jeans	80 "		20	0	0	
Ginghams	289 "		216	15	0	
Handkerchiefs	200 "		90	0	0	
Shirtings, grey	2,705 "		3,263	5	0	
" coloured	991 "		1,624	5	0	
" spotted						
" white						
Turkey red	900 "		837	10	0	
Embroidered goods.. ..	0·48 piculs.		154	0	0	
Eggs, preserved	1,000 pieces.		5	0	0	
Felt cuttings	32·50 piculs.		24	5	0	
Flints	120·00 "		60	0	0	
Flour	11·00 "		22	0	0	
Flower roots	2,160 pieces.		3	15	0	
Fruit, fresh and dried ..	136·67 piculs.		296	10	0	
Gambier	26·13 "		58	15	0	
Ginseng	1·50 "		60	0	0	
Glassware	1·50 "		5	10	0	
Granite	210·00 "		157	10	0	
Grass cloth	5·88 "		63	0	0	
Hoe handles	1,381 pieces.		9	0	0	
Iron	187·24 piculs.		157	10	0	
Joss sticks	14·00 "		35	0	0	
Kitty sols	100 pieces.		5	0	0	
Lead	245·00 piculs.		490	0	0	
Lily flowers	13·86 "		41	0	0	
Linen	30 pieces.		112	10	0	
Mats, tea.. ..	1,080 "		36	15	0	
Matting	120 yards.		36	15	0	
Mill-stones	10 pieces.		55	0	0	
Medicine	38·98 piculs.		170	0	0	
Mirrors with frames ..	90 pieces.		13	15	0	
Nankeen	389·36 piculs.		4,977	15	0	
Nut galls	·98 "		3	15	0	
Oil (bean)	107·58 "		215	0	0	
Opium, Benares	544·80 "		86,062	10	0	
" Patna	28·88 "		1,701	0	0	
" Turkey	5·93 "		874	10	0	
Paper, 1st quality	60·45 "		352	10	0	
" 2nd	361·91 "		1,417	15	0	
Pipe stems	6·00 "		4	15	0	
Planks	51,257 feet.		101	15	0	

Description of Articles.	Quantities.	Whence Imported.	Estimated Value in sterling at 5s. per dollar.
			£ s. d.
Poles and joists	1,132 pieces.	Hong Kong, and Coast of China.	458 15 0
Preserves	11 77 piculs.		35 15 0
Rhubarb	3 10 "		19 10 0
Rouge	15 "		2 0 0
Split rattans	7 02 "		1 5 0
Sugar, white	71 00 "		134 15 0
Samshoo	19 78 "		65 15 0
Stoves and safes	12 pieces.		46 10 0
Sago	16 50 piculs.		16 10 0
Seaweed	5 60 "		15 0 0
Sheep-skins	95 pieces.		23 15 0
Silk thread	13 58 piculs.		653 5 0
„ piece goods	36 "		110 0 0
Tallow (animal)	22 82 "		57 0 0
Tobacco	1,305 54 "		7,292 5 0
Toys	288 pieces.		3 0 0
Tub staves	140 "		13 10 0
Twine (Canton)	1 80 piculs.		2 10 0
Umbrellas	36 pieces.		18 0 0
Vermilion	0 63 piculs.		12 10 0
Wax	5 81 "		51 15 0
Watches	72 pieces.		66 0 0
Wheat	186 00 piculs.		139 10 0
Woodware	1 48 "		17 0 0
Woollen goods—			
Bunting	24 pieces.		90 0 0
Blankets	341 pairs.		536 10 0
Native cloths	115 pieces.		45 0 0
Cotton mixture	25 00 "		11 5 0
English camlets	4,220 Chin. feet.		173 0 0
Long ells	21,952 "		866 15 0
Total			118,470 0 0

(Signed)

CHAS. CARROLL, Acting Consul.

Her Majesty's Consulate, Taiwan, January 1, 1867.

(No. 3.)—A RETURN of the Quantities and Value of Merchandize exported from Taiwan, in 27 British Vessels of 4,354 tons, during the Year ending December 31, 1866.

Description of Articles.	Quantities.		To what place exported.	Estimated Value in sterling at 5s. per dollar.		
	Piculs.	Catties.		£	s.	d.
Fish, fish-maws, and roe ..	6	23	} Coast of China.	17	10	0
Ground nuts ..	1,816	53		1,262	15	0
Ground nut cakes ..	5,841	25		1,444	5	0
Hemp ..	118	20		287	10	0
Hemp twine ..	27	95		190	0	0
Indigo (liquid) ..	319	75		1,119	5	0
Lung-ngans and mangoes ..	38	00		52	15	0
Medicine ..	13	00		39	0	0
Oil (ground nut) ..	267	00		600	15	0
Peas ..	406	74		155	0	0
Rice ..	5,311	32		2,794	0	0
Sessamum seeds ..	784	68		726	15	0
„ cakes ..	375	00		121	15	0
Sharks' fins ..	7	58		123	15	0
Sugar, brown ..	28,185	97		29,619	10	0
„ white ..	2,592	07		4,536	15	0
Tea ..	10	00		64	5	0
Turmeric ..	638	99		373	0	0
Wheat ..	420	00		367	10	0
Total ..	..	..	..	43,896	0	0

(Signed)

CHAS. CARROLL, *Acting Consul.*

Her Majesty's Consulate, Taiwan, January 1, 1867.

(No. 4).—GENERAL RETURN of Foreign Import and Export Trade at the Port of Taiwan during the Year ended December 31, 1866.

Arrived.					Departed.					
Flag.	No.	Tonnage.	Nature of Cargo.	Whence Imported.	Value of Cargo.	No.	Tonnage.	Nature of Cargo.	Whither exported.	Value of Cargo.
American ..	5	550	Raw and manu- factured Cotton, Silks, Woollens, Nankeen, opium, &c.	Hong Kong and Coast of China.	£283,727 5s. = (at 5s.) \$1,134,909	5	585	Sugar, fruit, oil, oil cakes, &c.	Hong Kong and Coast of China.	£245,798 10s. = (at 5s.) \$983,194.
Danish ..	4	649				5	791			
French ..	2	545				1	276			
Hanseatic ..	52	13,234				51	13,130			
Hanoverian ..	..	..				1	123			
Prussian ..	25	3,489				26	3,844			
Dutch ..	3	630				3	630			
Swedish and Nor- wegian }	1	310				1	310			
Portuguese ..	1	113				1	113			

Her Majesty's Consulate, Taiwan, January 1, 1867.

CHAS. CARROLL, Acting Consul.

No. 4.

Sir R. Alcock to Lord Stanley.—(Received April 28.)

My Lord,

Peking, January 29, 1867.

I HAVE the honour to inclose translation of an interesting Chinese Paper on the growth of cotton and the rearing of silkworms in the province of Fuhkien, which has been made by Mr. Allen, Acting-Interpreter at Her Majesty's Consulate at Foochow.

I have, &c.
(Signed) RUTHERFORD ALCOCK.

Inclosure in No. 4.

Report as to Growth of Cotton and Rearing of Silk Worms in the Province of Fuhkien.

(Translation.)

A Notification published by the then Treasurer of the Province, Chow; now Acting-Governor, vice Hsü lately deceased, with reference to the growing of Cotton, and the Manufacture of Silk in the Province.

CHOW, Acting-Treasurer of the province of Fuhkien, publishes the following with a view of giving precise general information on certain points of importance. As agriculture and the use of the loom are the chief sources of wealth under heaven, so clothing and food are the two articles most needful to the people. Now the province of Fuhkien being hilly and bordering on the sea, the soil is meagre, and the people find therefore a difficulty in earning their bread, and if silkworm rearing and cotton growing be not introduced, the masses will be in a state of still further destitution, as having nothing to wear, their very existence being day by day imperilled.

Lipa, a former Prefect of Foochow, says in a treatise regarding the planting of mulberry and the growing of the cotton plant: "On my arrival in the Fuhkien Province I held the prefecture of Foochow and Foojing, and the silkworms reared within my yamun produced excellent silk and fine large cocoons, clearly showing the possibility of their being introduced; some cotton too, which I grew as an experiment, bore a magnificent crop yearly." The soil of Fuhkien is then peculiarly adapted for rearing silkworms and mulberries, and for cotton plantations, no one has, however, regularly introduced them, and the subject even has hardly ever been discussed.

Since the Treasurer entered upon the duties of his office he became aware of the wretched condition in which the people are in, so with the idea of opening out a new field he requested the Viceroy of Chekiang to buy mulberry seeds, silkworm eggs, and the seeds of the cotton plant; directions, have, too, been given to the soldiers to grow mulberries on all the waste Government land within and without the city walls. A committee has now been established at the Wenchang Palace in East-street, and certain honourable gentlemen selected to conduct the management of affairs; a vast amount of information bearing on the point has been collected and a treatise compiled on the subject, copies of which have been sent to the committee for distribution. Silk winding machines and other appliances connected with the rearing of the insects, &c., have been got ready and are now placed at the disposal of the public. Persons of all classes within and without the city desirous of growing cotton, planting

mulberries, or rearing silkworms, can obtain from the committee the seeds, insects, &c., as they may require, with the necessary appliances for rearing mulberry trees, can be purchased from the Government gardens, the most conveniently situated as to people's residences; they will be required to hand in to the committee a memorandum of their requirements, stating their names and residences, when the trees will be at once supplied them without their having to expend a fraction. Those planting mulberries or growing cotton will have to render an account of the number of bows of waste land they possess, and those rearing silkworms the number of people in their employ, in order that enquiries can, if necessary, be set on foot.

While forwarding for distribution the treatises explaining the method of growing cotton, planting mulberries, and rearing silkworms, the Treasurer has at the same time to append a few rules for general guidance. He would inform people of all classes both within and without the city, that as the manufacture of silk and cotton is a matter of great moment as affording a means of earning a livelihood, they should encourage each other to fresh exertions, so that the profits arising from the same may be heightened, a consummation which the Acting-Treasurer earnestly trusts may be achieved.

Subjoined are the Rules, as follows:—

1. On all waste Government land the Committee will depute persons to plant mulberry trees, which the silkworm rearers will be at liberty to buy; the price to be fixed by the Committee. No arbitrary raising of the price will be tolerated, nor any foisting of small stalks and dead leaves on the public. The leaves will be brought out by the Government gardeners, buyers not being allowed to break off the boughs themselves, and thus damage the trees.

2. Paddy-fields being a source of revenue to the Government, and producing one of the necessities of life, people will not be permitted to grow mulberries or cotton thereon.

3. Persons can, if they please, combine the occupation of mulberry growers and silkworm rearers, or grow mulberries alone; those rearing silkworms will obtain the produce of their labour, and those growing mulberries in the same way the produce of theirs. The Book of Rites saith, "The man who planted 1,000 acres in the Kingdoms of Chi and Lu with mulberries became lord of 1,000 farms," &c. Why, then, do you fear you will not succeed?

4. The area of Government land on which mulberries can be grown being limited, trees cannot be given to all, people will therefore be expected to plant at the corners of walls, between the furrows, at the road sides, and every other available nook and corner. No ground will be permitted to be wasted.

5. Apparatus for rearing silkworms can be obtained from the Committee, according to the number of growers, and can be used by the silkworm proprietors on their finding some respectable person to go security for them; they will be required to return the same to the Committee uninjured within ten days after they have finished with them.

6. The proprietors who procure cocoons, and understand unwinding the silk, can apply to the Committee for winding-machines (or combs), which must, however, when done with, be returned. The silk can either be sold by the proprietors themselves, or be handed over to the Committee, who will pay them the market price for it. Those unable to unwind the silk can dispose of their cocoons to the Committee, at the marketable value for ready money: no bartering by which the proprietors might suffer loss will be tolerated.

7. After the cotton has been gathered in, those desirous of keeping it

for their own use, or selling it, can do so. If they hand it over to the Committee, they will receive the marketable value for their commodity.

8. The Treatises published regarding silkworm rearing, mulberry planting, and cotton growing, are obtainable from the Committee, and those in doubt about the meaning of any passage therein can at any time apply to the Committee for an explanation.

9. If the gentry round can spread abroad the knowledge of, and recommend people to adopt any of the above occupations, the Committee will beg that their names may be forwarded to the Emperor, with a prayer that distinctions may be bestowed on them as a reward for their exertions.

No. 5.

Acting Consul Forrest to Mr. Hammond.—(Received April 29.)

Sir,

Ningpo, February 27, 1867.

I HAVE the honour to forward you copy of my letter to Sir R. Alcock, dated the 23rd February, 1867, inclosing Trade Returns for the year 1866.

I have, &c.

(Signed) R. J. FORREST.

Inclosure 1 in No. 5.

Acting Consul Forrest to Sir R. Alcock.

Sir,

Ningpo, February 23, 1867.

I HAVE the honour to forward you Returns of the Trade of Ningpo during the year 1866.

Inclosure 1 is a General Report on the Commerce of Ningpo during 1866.

Inclosure 2 is a Table of British and Foreign Shipping entered.

Inclosure 3 is a Table of British and Foreign Shipping cleared.

Inclosure 4 is a Table of the Principal Imports.

Inclosure 5 is a Table of the Principal Exports.

Inclosure 6 is a Table of the Principal Re-exports.

Inclosure 7 is a Table of the Duties and Tonnage levied on British and Foreign Trade during 1866.

Inclosures 8 and 9 compare the amount and value of certain articles of import and export respectively, during the year 1866, with the amount and value of the same articles during 1865.

I have, &c.

(Signed) R. J. FORREST.

Inclosure 2 in No. 5.

*Report on the Commerce of Ningpo during 1866.*1. *Shipping.*

It will be observed from the following Table that the shipping of 1866 shows a decline of 54,000 tons as compared with 1865, that year itself showing a decrease of 50,000 tons on the previous year's returns. This might, at first sight, seem to indicate a continual falling off in the commercial prosperity of Ningpo, but such an inference would, I think, be a mistaken one. In 1864, owing to the neglected state of the country consequent on the rebellion, the rice importing trade rose to great importance. But it was obvious that such an exceptional state of things would cease on the return of tranquillity to this province. As nearly all the rice grounds are now once more under cultivation, we find in 1866 a falling off in the import of rice amounting to nearly 50,000 tons, as compared with 1865, or sufficient to load about 250 vessels.

TABLE of Vessels Entered.

Vessels' Nationality.			1866.	1865.	Increase, 1866.	Decrease, 1866.
British—						
Vessels	..	..	299	383	..	84
Tons	..	..	76,101	86,570	..	10,569
American—						
Vessels	..	..	140	260	..	120
Tons	..	..	77,636	123,606	..	45,969
Danish—						
Vessels	..	..	3	21	..	18
Tons	..	..	358	4,696	..	4,338
French—						
Vessels	..	..	2	8	..	6
Tons	..	..	345	2,125	..	1,780
German—						
Vessels	..	..	52	68	..	16
Tons	..	..	14,478	19,270	..	4,792
Prussian—						
Vessels	..	..	10	6	4	..
Tons	..	..	6,825	1,408	5,417	..
Russian—						
Vessels	..	..	1	1	..	..
Tons	..	..	257	226	31	..
Sundry—						
Vessels	..	..	23	37	..	14
Tons	..	..	7,521	10,962	..	3,441
Chinese—						
Lorchas	..	..	125	134	..	9
Tons	..	..	7,562	9,184	..	1,622
Total—						
Vessels	..	..	654	910	..	256
Tons	..	..	191,083	258,247	..	67,164

TABLE of Vessels Cleared.

Flag.	1866.	1865.	Increase, 1866.	Decrease, 1866.
British—				
Vessels	307	409	..	102
Tons	78,193	77,246	947	..
American—				
Vessels	141	243	..	102
Tons	85,781	124,563	..	38,782
French —				
Vessels	3	8	..	5
Tons	379	2,125	..	1,746
Danish—				
Vessels	2	19	..	17
Tons	348	4,420	..	4,072
German—				
Vessels	47	68	..	21
Tons	13,466	19,470	..	6,004
Prussian—				
Vessels	9	6	3	..
Tons	2,285	1,784	501	..
Russian—				
Vessels	1	1	..	..
Tons	237	226	11	..
Sundry—				
Vessels	23	29	..	6
Tons	6,872	10,962	..	4,090
Chinese—				
Lorchas	124	133	..	9
Tons	7,841	8,852	..	1,011
Total—				
Vessels	657	916	..	259
Tons	175,402	249,748	..	54,346

2. Imports.

The increase in the agricultural prosperity of this province, indicated by the above facts, must in time have a favourable and enduring effect on the foreign trade of Ningpo, for, with the increase of wealth, increased demand for foreign luxuries, opium and fabrics will ensue. Even now, stagnant as trade has undoubtedly been during the past year, setting aside the one article rice, there has been an actual increase in the value of the import trade during 1866 of nearly 600,000 taels. The large increase in shirtings, metals, and opium, as compared with 1865, clearly indicate the return of prosperity, and there can be but little doubt that as the villages and cities again recover their populations, the foreign import trade will continue to show a steady increase.

3. Exports.

Of exports, tea and silk alone interest us now, cotton having once more become a native trade. The exportation of tea during 1866 exceeds that of 1865 by about 4,000,000 lbs.

Looking at the importance of the article it may not be out of place to glance at some of the difficulties which have to be met in bringing teas to this port from the producing districts. The Ping-suy district is only about sixty miles from Ningpo, and yet, so rude are the appliances for transferring boats from one canal to another, or from the river to the canals, that from six to eight days are consumed on the journey. From

the want of locks and water-gates, teas have always to be transhipped twice, occasionally three times, before they can get to the Ningpo rivers, and much damage is done to the chests in these hurried changings. The canals are in bad repair and nothing is done towards renewing them. Last year they were nearly dry for months together although measures could easily be taken to flood them. These water roads are intersected by many mud slopes or weirs called paos, nearly the whole of which are, according to the opinion of a competent engineer, unnecessary or useless. Boats are dragged over these barriers by bodies of men who are supported by and have a vested interest in the tolls exacted. The delays caused and the extortions practised at these places are very considerable. On one occasion, the poles of the windlass had been seized for a debt due by the captain of the pao, and no boat could pass until they were released. Sometimes, when the boat is half over the slope, the men will refuse to drag her further until they have been paid an extra toll. The legal tolls vary from 30 to 200 cash per boat, but as the paos are numerous and still increasing, the charges amount to a considerable tax.

Teas brought down from the Fychow districts have to undergo many other difficulties before they arrive at the Ningpo canals. The principal market for the district called Tien-kai is distant from Ningpo about 330 miles, and from 14 to 20 days are required for the journey. The River Siao-wang-po, upon which the trade is carried, is shallow and obstructed with rocks, boulders, and very dangerous rapids. No control is exercised over the traffic, and one obstinate man can, by mooring his boat in the fair way, stop the traffic for days together. An Englishman coming down with teas a short time since was thus delayed for two entire days and with him nearly 100 native boats.

The taxes on tea in the Fychow district payable before it comes into the hands of foreigners, but of course indirectly paid by him, are—

War tax, 4.50 dollars per picul.

Chih-hien's tax, 200 cash for 120 catties.

Tax collector's tax, 50 cash per picul.

Small station war tax, 50 cash per picul.

The tolls at the Peh-kwan ferry and the paos have to be met besides. The taxes on the Ping-suy district are somewhat lighter. Tea growers have been astonished at the prices lately offered for their teas by foreigners' agents, and it is to the keen competition among foreigners, and not altogether to the local taxation, that we must trace the cause of the high prices now ruling the tea market.

Silk. There is a decrease of 875 piculs in the export of this article as compared with 1865, probably caused by the facility with which silk can be conveyed from the growing districts to Shanghai by the inland route.

(Signed) R. J. FORREST.

Ningpo, February 12, 1867.

(No. 1.)—TABLE of Foreign Shipping Entered at the Port of Ningpo during 1866.

Flag.	With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British	294	74,614	5	1,487	299	76,101
American	134	74,213	6	3,423	140	77,636
Danish	3	358	..	..	3	358
French	1	265	1	80	2	345
German	52	14,478	..	..	52	14,478
Prussian	9	6,557	1	268	10	6,825
Russian	1	257	..	..	1	257
Sundry	22	7,217	1	304	23	7,521
Chinese-owned lorchas*	120	7,215	5	347	125	7,562
Total	635	185,174	19	5,909	654	191,083
Total in 1865	..	..	..	..	910	258,247
Decrease in 1866	..	..	..	..	256	67,164

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

(No. 2.)—TABLE of Foreign Shipping Cleared from the Port of Ningpo during 1866.

Flag.	With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.
British	290	74,566	17	3,627	307	78,193
American	132	62,099	9	3,682	141	65,781
French	1	259	2	120	3	379
Danish	1	132	1	216	2	348
German	34	9,626	13	3,840	47	13,466
Prussian	7	1,748	2	537	9	2,285
Russian	1	237	..	..	1	237
Sundry	21	6,303	2	572	23	6,872
Chinese-owned lorchas	118	7,558	6	283	124	7,841
Total	605	162,528	52	12,877	657	175,402
Total in 1865	..	..	..	..	916	249,748
Decrease in 1866	..	..	..	..	259	74,346

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

* These lorchas are under the same regulations as foreign vessels. Other regulations hold good with junks.

(No. 3.)—TABLE of Principal Imports during the Year 1866.

Description of Goods.	Classifier.	From British Colonies and Straits Possessions.	From Hong Kong.	From Manilla, Japan, Siam, and India.	From Shanghai.	From Chinese Coast and River Ports.	Total.	Estimated Value.
Cotton piece goods—								Taels.
Drills ..	Pieces ..	..	..	..	3,641	..	3,641	24,137
Dyed shirtings ..	" ..	..	..	..	770	..	770	3,020
Grey " ..	" ..	..	..	..	137,871	9	137,880	413,640
White " ..	" ..	..	..	..	4,880	..	4,880	14,640
T-cloths ..	" ..	..	..	..	6,917	..	6,917	20,751
Handkerchiefs ..	Dozens ..	..	..	..	800	..	800	560
Chintzes ..	Pieces ..	..	..	..	2,650	..	2,650	5,360
Canvas ..	Bolts ..	..	..	..	85	..	85	425
Velveteens and velvet ..	Pieces ..	..	..	..	1,666	..	1,666	10,646
Cottonades ..	" ..	..	..	..	960	..	960	3,360
Miscellaneous ..	" ..	..	..	..	11,097	..	11,097	70,771
	{	..	..	..	..	..	6 75	
Woollens—								
Blankets ..	Pairs ..	..	..	..	25	..	25	75
Camlets ..	Pieces ..	..	..	..	1,913	..	1,913	29,651
Long ells ..	" ..	..	..	..	1,987	..	1,987	11,922
Spanish stripes ..	" ..	..	..	..	1,986	..	1,986	39,726
Woollen and cotton mixtures ..	" ..	..	..	..	393	..	393	2,358
Miscellaneous ..	" ..	..	..	..	3,608	..	3,608	14,630
Coals.. ..	Tons ..	..	..	350	1,105	..	1,455	10,544
Metals—								
Nail rod, bar, and pig iron ..	Piculs ..	830 2	425 4	..	19,070 27	..	20,325 33	48,216
Quicksilver ..	" ..	..	20 0	..	28 5	..	48 5	4,480
Lead ..	" ..	..	100 0	..	2,839 43	..	2,939 43	20,575
Slab tin ..	" ..	..	12,815 1	..	7,115 39	29 58	21,853 48	326,230
Tin plates ..	" ..	436 75	..	..	1,366 55	..	1,515 14	6,060
Steel ..	" ..	..	590 57	..	924 57	..	1,515 14	3,540
Miscellaneous ..	" ..	..	584 9	..	..	4 50	588 59	

Principal Imports—continued.

Description of Goods.	Classifier.	From British Colonies and Straits Possessions.	From Hong Kong.	From Manila, Japan, Siam, and India.	From Shanghai.	From Chinese Coast and River Ports.	Total.	Estimated Value.
Opium—	Piculs	..	..	..	31 81	..	31 81	Taels.
Persian and Turkey	..	..	2 50	..	3,371 35	..	3,373 85	9,599
Malwa	..	..	..	..	932 80	..	932 80	1,687,125
Patna	..	..	..	..	150 0	..	150 0	419,760
Benares	..	..	..	..	6,957 85	..	6,957 85	67,500
Rice ..	..	5,080 0	92,686 86	36,641 0	..	3,650 0	145,014 71	197,167
Sugar—	..	..	..	..	..	..	..	..
Brown	..	4,037 92	4,252 73	12,727 15	2,404 65	2,320 27	25,762 72	102,970
White	..	..	8,575 92	1,579 11	1,538 50	102 37	11,795 87	82,570
Candy	..	..	..	20 64	..	..	20 64	247
Rattans	..	386 32	436 84	626 85	1,726 98	2,832 97	6,009 86	19,918
Timber—	..	..	..	..	1,400	..	1,400	300
Hard wood	{	1,477	..	1,444 0	792	..	3,713	} 3,716
	Poles	1,944	..	..	..	..	1,944	
	Feet	..	..	..	26,814	..	26,814	
Soft wood	{	..	..	..	..	..	..	} 302
Ebony	Pieces	3	2,881 96	..	7,047 20	35 37	17,127 9	
Umbrellas	Piculs	7,163 16	..	..	30	..	30	
Indigo	Pieces	..	106 20	1,223	1,148 9	..	2,387 39	50
Pepper	Piculs	..	2,037 16	505 88	179 88	254 20	3,400 1	11,326
Wax ..	..	422 89	..	..	1 0	..	1 0	18,809
Wheat	..	..	27,227 28	..	454 64	..	27,681 64	80
Window glass	Sq. ft.	..	..	..	159,200	..	159,200	55,135
								3,184
Estimated Value of Chinese cargoes and miscellaneous articles (chiefly belonging to the coast carrying trade) in foreign bottoms, 1866 ..								3,790,649
								2,617,442
Total Value Import Trade, 1866 ..								6,408,091
Value, 1865, 9,711,848 dollars, say taels								6,484,599
Decrease, 1866..								76,508

Estimated Value of Chinese cargoes and miscellaneous articles (chiefly belonging to the coast carrying trade) in foreign bottoms, 1866 ..

Total Value Import Trade, 1866 ..
Value, 1865, 9,711,848 dollars, say taels

Decrease, 1866..

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

(No. 4.)—PRINCIPAL EXPORTS during the Year 1866.

Goods.	Classifier.	Exported to Hong-Kong.	To Manila, Japan, &c.	To Shanghai.	To Coast, and Yang-tze Ports.	Total.	Estimated Value.
Tea—Green	Piculs	1 28	..	102,125 19	..	102,126 47	Tael. 2,859,537
„ Leaf	„	..	..	956 31	..	956 31	23,907
„ Black	„	..	..	655 81	..	655 81	17,051
Silk—Raw	„	..	..	1,032 88	6 40	1,039 28	436,498
„ Manufactured	„	38 93	..	121 18	84 25	244 36	182,634
Cotton, raw	„	14,042 46	..	12,185 06	7,499 68	33,727 20	594,284
Copper cash	Strings	..	..	291,765	83,536	375,301	272,154
„ Old	Piculs	10 20	..	4	..	14 20	150
Fish, salt	„	4 18	..	18,141 60	14,286 18	32,431 96	157,215
Nankeens	„	104	..	68 68	1,072 22	1,244 85	52,173
Paper	„	20 81	..	608 70	201 87	891 38	8,007
Peas	„	288	..	545 20	3,285 35	..	8,152
Mats, straw	Pieces	109,204	..	228,476	118,258	456,038	45,248
Tin foil	Piculs	..	..	39 94	..	39 94	769
Medicines	„	2,666 37	19 17	13,470 60	9,671 01	25,807 55	177,361
Joss-stick powder	„	..	..	5,744 03	..	5,744 03	6,733
Paper fans	Pieces	17,855	..	831,380	270,458	1,119,593	28,423
Estimated value of Chinese Cargoes and Miscellaneous Articles (chiefly belonging to the coast carrying trade) in foreign bottoms							1,565,524
Total 1865	..	..	..	..	..	..	6,435,810
Increase, 1866	..	..	..	..	..	..	5,085,255
Increase, 1866							1,350,555

Ningpo, January 31, 1866.

(Signed)

R. J. FORREST.

(No. 5)—PRINCIPAL RE-EXPORTS during the Year 1866.

Name of Goods.	Classifier.	To Coast and River Ports.	To Shanghai.	To Hong Kong.	Total.	Estimated Value.
Opium—						Taels.
Malwa	Piculs ...	2	149 39	...	151 39	83,205
Patna	...	...	6	...	6	2,880
Persian	...	...	3	...	3	1,350
Cottons and woollens—						
Drills	Pieces ...	40	80	...	70	490
Shirtings . . .	...	416	1,500	...	1,916	5,748
Brocades . . .	...	40	...	...	40	100
Camlets	...	649	102	...	751	11,205
Spanish stripes .	...	66	...	...	66	1,188
Dimities	...	100	...	...	100	150
Flannel	...	3	...	...	3	45
Metals—						
Nail-rod	Piculs ...	...	1,031 94	...	1,031 94	2,589
Iron bar	...	...	11 45	440	451 45	1,040
Steel	...	...	100	...	100	350
Tin	...	...	171 78	...	171 78	3,426
Pepper	...	233	1,750 56	...	1,983 56	10,909
Rattans	...	499 47	...	...	499 47	1,498
Sugar, brown ...	...	...	1,335 6	52 52	1,387 58	5,550
“ white	...	...	...	81 80	81 80	572
Estimated value of Chinese and miscellaneous exports (chiefly belonging to coast carrying trade) in foreign bottoms ...	...	...	...	...	...	49,481
Total re-exports, 1866 ...	...	...	...	...	...	181,896

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

(No. 6.)—RETURN of Duties and Tonnage Dues paid upon Foreign Trade and Shipping at the Port of Ningpo during the year 1866.

Nation.	Tonnage.	Import Duties.	Export Duties.	Tonnage Dues.	Total.	Coast Trade Duties.
		Haiquan Taels.	Haiquan Taels.	Haiquan Taels.	Haiquan Taels.	Haiquan Taels.
British	79,514	37,433	157,564	1,621	190,668	15,432
American	77,236	20,925	137,964	273	159,162	5,095
Danish	359	..	26	..	26	167
French	389	5	342	8	355	190
German	14,252	9,717	6,378	1,715	17,862	6,518
Prussian	2,286	828	919	235	1,982	1,048
Russian	257	..	280	103	383	..
Sundry	7,521	4,822	4,472	2,077	11,371	1,750
Native built luggers	8,318	412	4,053	57	4,522	3,482
Total	190,132	74,192	311,990	15,634	392,271	32,682
Total duties and tonnage dues paid at Ningpo upon foreign trade and shipping during 1865						346,566
Total coast trade duties paid at Ningpo during 1865						37,159
Increase 1866						52,228
Decrease 1866						4,477

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

(No. 7.)—A COMPARATIVE TABLE of the Principal Articles and Average Prices of the Foreign Trade at Ningpo, during the Year ending December 31, 1866.

IMPORTS.

Commodities.	1865.			1866.		
		Value.	Average Price.		Value.	Average Price.
	Pieces.	H. taels.	H. taels.	Pieces.	H. taels.	H. taels.
Cotton piece goods—						
American drills	2,796	19,151	6·85	3,641	24,137	6·90
Shirtings, dyed	3,210	7,511	3·40	770	3,020	3·95
" grey	13,402	60,979	4·55	137,880	413,640	3
" white	3,897	13,639	3·50	4,880	14,640	3
T-cloths	21,301	56,820	2·60	6,917	20,751	3
Chintzes	4,000	10,640	2·16	2,650	5,360	2
Velveteens and velvet	2,456	14,294	5·90 to 6	1,666	10,646	6·40
Woollens—						
Camlets	949	5,845	6·20	1,913	29,651	15·20
Long ells	1,240	9,982	8	1,987	11,922	6
Spanish stripes	2,406	26,957	21·10	1,986	39,726	15
Woollen and cotton mixtures	5,004	21,017	4·20	393	2,353	6
Metals—	Piculs.			Piculs.		
Nail-rod iron	14,852	40,686	2·80	20,325	43,216	2·70
Pig lead	852	6,316	7·50	2,939	20,575	7
Tin slabs	17,832	306,477	18	21,853	326,230	14 to 15
Opium—						
Patna	536	214,668	400	982 80	419,700	440 to 450
Malwa	2,427	1,371,521	565	3,373 85	1,687,125	500
Sugar—						
Brown	98,913	298,412	3·7 to 3·8	25,762	102,970	3·95
White	35,137	246,070	7	11,795	82,570	7·00
Candy	3,597	25,184	7	20·04	247	6
Rice	558,092	839,478	1½	145,014	197,167	1·35

Ningpo, January 31, 1867.

(Signed)

R. J. FORREST.

(No. 8.)—A COMPARATIVE TABLE of Principal Articles of Export during 1865 and 1866.

	1865.			1866.		
	Quantity.	Value in Canton Tael.	Average Value in Canton Tael.	Quantity.	Value in Canton Tael.	Average Value in Canton Tael.
Tea						
Green ..	..			Piculs.		
Leaf ..	..	2,331,853	33	102,126.47	2,859,537	28
Silk—		49,229	33	956.31	23,907	25
Raw ..	..					
Piece goods	..	622,050	325	1,039.28	436,498	430
Cotton ..	..	299,330	1,558	244.36	182,634	748
Copper—	..	657,929	19.60	33,727	594,284	17.55
Cash ..	..	277,049	Cash per tael.			Cash per tael.
Old ..	..	1,392	About 1.420	375,301	272,154	About 1.360
Fish, salt..	..	210,790	16.90	14.20	150	10½
Paper ..	..	39,951	5.60	32,431.96	157,215	4.62
	..		16.34	891.38	8,607	9
Mats, straw	..	92,038	18 cash each	456,038	45,248	Per tael.
Tin foil ..	..	52,957	25	39.94	769	About 10 to 11
Paper fans	..	24,913	45 to 50 per tael	1,119,593	28,423	Per tael.
	..					38 to 40

Ningpo, January 31, 1867.

(Signed) R. J. FORREST.

No. 6.

Consul Sinclair to Mr. Hammond.—(Received May 6.)

Sir,

Foo-chow-foo, March 9, 1867.

I HAVE the honour to transmit herewith to you, the duplicate of my Annual Commercial Report on the trade of this port for the year ended the 31st December, 1866, together with the Returns belonging thereto.

The Returns consist of, namely:—

1. A Return of the British shipping that has frequented the port of Foo-chow-foo, during the year 1866.

2. A Return of the quantity and value of merchandize imported in British ships during the year 1866.

3. A Return of the quantities and value of merchandize exported in British ships during the year 1866.

4. A Return of the number and tonnage of British vessels arrived at and departed from Foo-chow-foo during the year 1866, distinguishing those employed coastwise and in the colonial, homeward, and foreign service.

5. A Return of the tea exported in British and other foreign vessels during the year 1866.

6. A General Return of the foreign (not British) import and export trade at the Port of Foo-chow-foo, during the year 1866.

The Consular Books and the monthly Customs Returns, have furnished the figures required for making up the annual returns of the trade, while the information contained in the Commercial Report is in a great measure from mercantile friends, long resident at the port and of large experience in matters connected with the China trade.

I have, &c.

(Signed) CHAS. A. SINCLAIR.

Inclosure in No. 6.

Commercial Report to accompany the Trade Returns of the Port of Foo-chow-foo for the Year 1866.

Shipping.

THERE is no good reason for being dissatisfied with the movement of British shipping during the last year of 1866. There is, on the contrary, room for congratulation on the result which is exhibited in Return I of British shipping during that period.

When compared with the same Return for the year 1865, it will be found that, while the number of steamers employed in 1866 was less by 38 than in the previous year, that of the sailing vessels was more by 34, the total tonnage of British vessels that entered the port in 1866, being 4,090 tons in excess of 1865.

This favourable result can be accounted for by the greater number of sailing vessels used, being of larger tonnage, as well as by the fact of the 10 or 11 steam vessels, all British, that run in and out of the port incessantly during the year, and which make up the 184 steamers entered in the Return, having made fewer voyages between this port and Hong Kong in the south, and Shanghae in the north, than in the year before.

It is agreeable to observe the sailing vessels taking their due share in

the carrying trade of Foo-chow-foo, rather than that the profits should be confined to the steamers alone.

It may be said with certainty that foreign vessels, and of these the British, are gradually but steadily engrossing the whole of the carrying trade on the coast, already more than one-third of the native cargo shipped from this port for other ports in China is carried in foreign vessels. It seems probable there will be few junks of any consequence left on the coast in a few years.

The reason of this is, that the Chinese are fully alive to the advantage of speed and safety for their cargoes in foreign vessels, which they know can go in every season and against the monsoons, while they shrewdly appreciate the value of the privilege of insuring their shipments in vessels of foreign build.

Their trade in 1866 has given plenty of employment to foreign ships of all classes, and doubtless will continue to do so. The vessels which they prefer are those ranging from 300 to 400 tons. It has been said, but I am willing to doubt the statement, that they have a preference for the continental vessels under the Swedish, Danish, and Prussian flags, because better adapted for the work, and also because the commanders of those vessels are said to be more civil in their treatment to them than the masters of British or American vessels.

The Chinese either charter vessels by the month or by the voyage when the cargoes are large and bulky; if by the month, the price paid is from 1,500 to 1,800 dollars for a vessel of 350 tons; and for a vessel of the same tonnage, from 3,500 to 3,600 dollars for a voyage to Shanghae and back to Foo-chow, and a larger sum if to Che-foo and Tien-tsin, the more northern ports, and back.

Small steamers have also been in demand by the Chinese to carry small miscellaneous articles to Ningpo and Shanghae, so well adapted for the more perishable article, fresh fruit, as oranges, &c., which requires rapid conveyance.

The merchandize which they receive from Hong Kong and the intermediate ports of Swatow and Amoy is brought up in large quantities in the British steamers, six in number, that ply regularly between Foo-chow and Hong Kong. These steamers carry for the foreign merchants the opium and lead which form the principal articles of import on foreign account.

Besides the coasting-vessels just spoken of, there are the large tea-ships (in 1866 as many as 79), vessels of large tonnage and supreme speed, said to be the finest clippers in the world, that arrive at this port, many in the early spring of the year, to secure the heavy freights of new seasons' teas for England, Australia, and America. Of British, according to the Consular Return for 1865, there are 87 in 1865 against 79 vessels in 1866, or eight ships less than were laden with tea.

Freights which were dull at the opening of the year improved, and in May rose to 4*l.* 10*s.* to 5*l.* per ton to England, and again, in September, declined to 1*l.* 10*s.* to 2*l.*

On the whole, British shipping may be considered to have had a very large share of the carrying trade of Foo-chow, and few have been the ships that have left the port in ballast during the year 1866.

Imports.

The import trade of Foo-chow-foo is but small when the article opium is taken from the list. It would be well, therefore, to treat of imports under the three heads of—

1. Opium ;
2. Foreign manufactures, and lead ; and—
3. Native produce.

I should here mention that, in the Returns of this year, the dollar has been reckoned at the real exchange of 4s. 6d., the average for the year, instead of at the fictitious value of 5s.

The Returns of the opium imported during the past twelve months show an increase of nearly 500 chests as compared with the previous year, of which, however, 320 chests were afterwards re-exported. A still greater increase in the quantity would inevitably take place should the local authorities relax the heavy imposts that are at present levied on the drug outside of the import duty on it of 30 taels per chest.

The sales of opium effected by the foreign hong's during the year have been as follows :—

Persian opium	250 chests
Benares ditto	825 „
Patna ditto	1,643 „
Malwa ditto	2,342 „
Total	5,060 „

Sales of drug have undoubtedly largely decreased of late years, as compared with a former period, before the additional ports were opened to foreign trade. This, however, need not be taken as conclusive of a smaller consumption, but rather that certain districts (among the number Ho-how) which used formerly to be supplied from hence now mainly draw their supplies from other sources. Some of the decrease may doubtless likewise result from smuggling, and such irregular traffic of which nothing certain is known. The annual sales in former times used to range from 7,000 to 8,000 chests.

Nevertheless, from the information I have gathered, the local consumption at Foo-chow itself, and in the immediate neighbourhood, would seem to have gone on increasing since the Act of Legalization was passed. Opium smoking shops abound in every direction, both for consumption on the premises and for retail. It is calculated that 40 per cent. of the population indulge in the use of opium smoking, the vice extending even to the poorer classes of day labourers and chair coolies. Opium (when the price rules high) proves a safe medium for laying down funds for other speculations.

It is not customary to barter opium for tea, but the drug is paid for in cash, at a fortnight's credit. Some years back barter transactions were made of opium for tea by the Parsee traders ; but since their removal from the port, in consequence of the declension of the trade in drugs, such exchange is now exceedingly rare and exceptional.

Complaints are loud on all sides of the heavy "lekin" or octroi duty, which the Government collect at Foo-chow, purely for local purposes, and probably, also, to make up for the loss of their former perquisites when the whole of the proceeds from the Customs from foreign trade passed through their hands, instead of, as now, being remitted to Peking and accounted for there.

The following is the account in detail of the octroi now levied on opium at this port per 100 catties :—

	T.	m.	c.	c.
The native duty	41	4	0	0
"Lekin," or war tax	24	2	0	0
"Peaou-shwuy," for purchase of guns and vessels ..	7	6	0	0
The "Ya-hang," or monopoly tax	1	4	4	0
	84	6	4	0

It seems to be quite at the caprice of the local authorities what the octroi for the year shall be for the article of opium, independently of any real motive for the levy, and often only the effect of their greediness for larger personal gains.

At Amoy and Swatow, and I believe also at Ningpo, in the north, the "lekin" or octroi on the drug is considerably less than at this port, and it may be this that has caused the dealers in the neighbouring districts to procure their drug from those other open parts.

It may be questioned whether the revenue would not be greatly increased, and certainly much expense and trouble with foreigners saved the local Government, by a judicious and adequate reduction of the local dues on this article. The duty in all cases is levied from the native buyer, and not in any way from the foreign merchant.

This high figure of "lekin" or octroi on opium offers sufficient inducement to a class of natives to smuggle it out of the hong in a variety of ways. There is a gang of Chinese of Amoy at this place, whose business is nothing else than to secure for Chinese buyers of opium the passage of the drug out of the foreign hong on the payment of an established fee. They have been known to brave the "lekin" collectors, who are often afraid to make much resistance to men of this turbulent class who generally secrete knives about their persons for their protection in case of urgent need. Numerous expedients are resorted to at times in order to effect the exit of the drug out of the hong unobserved by the "lekin" or octroi officers who are scattered, and have petty offices in the neighbourhood of the European hongs. The horseboys of foreigners, commonly Amoy men, are sometimes employed by this same gang of smugglers to carry the drug out of the hong piecemeal, ball by ball, concealed about their persons, for which service the fee paid is, I am told, between 2 and 3 dollars per ball.

Lead.—Next in importance on the list of foreign goods imported by British and other foreign merchants is the article lead. It is in great request in the interior for packing teas and lining tea-chests. It is sent inland under transit certificates. Most of this commodity is sold by foreigners deliverable at places in the interior. The importation of lead goes on steadily, and during 1866 a considerable quantity was imported from Hong Kong.

According to the Return of Imports in British ships alone, the value of lead imported in 1865 amounted to 52,255*l.*, against 86,590*l.* (see Return No. 2), showing an increase, in 1866, of 34,335*l.* worth of lead; but it is supposed that the importation has been greater than the consumption, as prices have been continually declining, and latterly are unremunerative, while stocks remain heavy.

Foreign manufactures come next in the order of foreign goods imported at Foo-chow-foo. It would appear that the trade in foreign cotton and woollen goods is slowly but steadily increasing; nevertheless, that the demand for them is small when compared with that at some of the other Treaty ports.

The following comparative Table will at once show the increase that has taken place since 1865 in some cotton piece goods as imported in British ships:—

			In 1865.	In 1866.
Brocades	..	..	486 pieces	1,657 pieces
Chintzes	..	..	986 "	2,448 "
Drills	..	..	120 "	1,817 "
Ginghams	..	..	160 "	972 "
Handkerchiefs	..	..	2,300 dozens	3,360 dozens
Muslins	..	..	15 pieces	56 "
Shirtings, white	..	..	6,393 "	7,619 "
" grey	..	..	40,014 "	59,000 "
T-cloths	..	..	17,166 "	26,506 "

It should be here remarked that the cotton manufactures of Manchester are still very far from having recovered from the effects of the cotton famine, the cost of the staple of grey longcloths being double what it was before the American troubles; and it will take two or three years yet for the trade to be re-established on a sound and calculable basis. On the other hand, there is no doubt that a much greater breadth of land is now under cotton cultivation in the north of China; and in the cessation of the foreign demand which induced the increased cultivation, the production must exceed the native requirements. So that, should the Ningpo, Shanghai, and Japan crops give a fair average yield, the demand for foreign piece-goods is likely to diminish, as then the native cloths, although woven by the hand, will probably prove cheaper. Besides this, the Chinese of Foo-chow have ever had a strong preference for their own cotton manufactures. I had occasion to notice this fact in my Commercial Report from this port on the trade of 1850—seventeen years ago. I then said, "as regards cotton goods, the consumers have a decided preference for Chinese cotton manufactures, cloths of their own making, which, although somewhat more expensive at cost price, prove cheaper and better in the end, on account of their superior warmth and greater durability. They are bought up at Soo-chow and shipped to this port in junks by agents of Foo-chow native firms. The annual import is estimated at 1,500,000 dollars for local use and supply of the adjacent districts."

It will be seen by a reference to Return No. 2 of the imports in British vessels that the quantity of nankeens of native manufacture brought into Foo-chow in 1866 in English ships from the north of China came to a value of 319,651*l.* 8*s.* 6*d.*; and, in 1865, to 289,287*l.* 10*s.*, shutting out of the consumption, as it were, a proportionate quantity of British cotton goods.

But a strange peculiarity of the trade of this port is, that with the exception of the importation of opium and lead, and of the export of tea to Europe and America and the Colonies, it has, as regards the trade between the Chinese ports, fallen almost completely into the hands of native dealers, who employ agents in Hong Kong and Shanghai for the purpose of selecting and forwarding purchases made for them to Foo-chow. They supply themselves from Hong Kong, getting up small quantities from the Chinese shops there from time to time as a demand arises for any particular description of cottons or woollens. The frequent steam communication between this and Hong Kong enables them to proceed to that port and make selections from a well supplied market; and conducting their business as they do, through established native hong, they are able to buy on very advantageous terms. Small dealers at Foo-chow, demanding long credit, say three to five months, without any very good security for the payment, deters British merchants from following up the business, they not having the facility of ascertaining the standing of the parties offering to purchase that the natives possess.

The trade having changed in this manner is accounted for by the dealers being too poor to take anything but so small a quantity of any description of goods, that it is not worth a foreign merchant's while to supply them, whereas from the native shops in Hong Kong they can get any assortment they like in the smallest quantity.

The staple articles of consumption here are grey shirtings and T-cloths, in cottons; and Spanish stripes (18,099*l.* worth imported in 1866), in woollens; but the trade in woollens may be termed as insignificant, and there are no hopes of its increasing at this port.

It would also seem, from conversations I have had with the principal merchants, that the trade has been much crippled, and any great improvement in it entirely put out of the question, by the levying by the Board of Inland Revenue throughout the province of heavy imposts on lead and every description of foreign goods.

It is difficult to obtain with any degree of accuracy the precise amount of inland duty that is levied on foreign goods at each of the inland barriers, nor am I aware that it exceeds in amount the half tariff duty that is allowed by Treaty under transit certificate on goods passing into the interior. To my knowledge lead is the only article of foreign import for which transit certificates are applied for and obtained. It happens frequently that the inland tax is charged on the lead when carried into the interior, despite the production of the transit certificate which should free it from further inland charges. There is a small charge made on goods, foreign as well as native, that pass from Nantai over the bridge into the opposite suburb or into the city, which seems to me illegal. I have applied in vain for a copy of the tariff of these local charges. But I understand it comes to about from 3 to 4 per cent. on the value of each denomination of goods, opium excepted, which is taxed separately.

Native Produce.—The staple of native produce imported are nankeens, medicine, sugar, peas, beans, native tobacco, and beancake. Of the imports, nankeens from the north rank first on the list; in British ships alone the quantity imported is valued at 319,651*l.* 8*s.* 6*d.*, against 289,287*l.* 10*s.* in 1865; tobacco, 45,458*l.* 2*s.* in 1866, against 69,323 15*s.* in 1865.

Peas to the amount of 16,464*l.* 12*s.* were imported in British vessels. Early receipts of peas paid a small profit, while subsequent ones lost very heavily.

Beancakes were in very limited demand (13,397*l.* 8*s.*, in 1866, against 30,616*l.* 15*s.* in 1865, caused, it is supposed, by the unusual dry weather that prevailed here during the latter portion of the year.

Prices ruled far below the cost of importation. No rice of foreign growth was imported in any large quantities. The crops in this neighbourhood, which were beyond the average yields, and receipts from Formosa, both in British vessels and native craft, were sufficient to supply the demand. Prices to consumers were throughout the year very reasonable.

In the early months there was a scarcity of wheat, and prices ruled high, causing Californian grain to be imported direct, and from Hong Kong and Shanghae. This grain was in every respect superior; still it was received with much prejudice.

Looking at the increased value of the import trade in native produce, as shown by the Customs Returns, it is clearly seen that this branch of the trade, almost entirely composed of Chinese-owned cargoes, and in native hands, is on the increase, stimulated, no doubt, by the easy means of transit in foreign steam-vessels.

Exports.

Foremost on the list of exports is tea. This is the only article that is exported direct to Great Britain from this port.

According to Return No. 5, 79 British vessels were employed in carrying it abroad to England, to the Colonies, and to the United States; and the quantity taken by them abroad amounted to 55,305,952 lbs., in 1866, as given in the Export Return No. 3, against 58,721,523 lbs., in 1865; while the total quantity of tea exported in foreign vessels of various flags (inclusive of coastwise), in 1866, was 62,641,564 lbs., against 68,734,535 lbs. in 1865.

During the past year the trade in tea at Foochow has been a most unsatisfactory one to all concerned in it, except the growers. The natural result of overtrading, and the reaction from the excessive prices which have been paid, and which reached their culminating point in June.

On the 25th May the market was opened by the purchase of 13 chops of Yunghow and Sueykut teas at $37\frac{1}{2}$ taels to 38 taels per picul, about 5 to 6 taels in excess of last year's opening prices. The market was speedily cleared of them, at very irregular rates, in order to despatch the first clippers. Fine Sinchune teas began to arrive on the 28th May and were readily saleable at 40 taels to 46 taels per picul; two chops were even sold at the high figure of $46\frac{1}{2}$ taels. Previous to the opening of the market, an English firm shipped to Hong Kong for transmission to England by the French mail, overland through Egypt, 2,868 chests of Congo, and 500 half-chests of Oolong. A small portion of these were "contract teas," but the remainder is said to have been given by the native tea men on condition of their receiving rates somewhat higher than those at which the market would open. I understand the speculation was a losing one and is not likely to be renewed.

But even at the high rates paid for the teas, the native brokers and merchants made but small profits, the keen competition for the leaf having run the cost so high, that even the excessive rates were barely remunerative on the fine teas; and when the quality fell off in the later arrivals, the prices obtained, though extravagant for the quality, were exceeded by the cost.

The year opened with perhaps the smallest stock of tea in native hands that has ever been known at this port for many years past, being equal only to 2,000 chests or thereabouts. This was caused by the great eagerness to purchase which was displayed on the part of foreign buyers during the closing months of 1865, owing to the very favourable news of the out-turn of first shipments of Kaisow teas of season 1865-66 in England.

Speculation was active during the first months of the year in the interior for the purchase of the leaf, and higher prices were paid for the article by the native teamen and Chinese agents for foreigners than were ever before known. To such rates the foreign exporters readily responded at the opening of the market in May, some paying 20 to 25 per cent. over the previous year's prices—a range of price never before known at Foochow.

This state of things was doubtless brought about by various causes as, for instance, the belief that the stock of tea in England would be reduced to a low point when the first shipments arrived home; a too great faith in the repetition of the handsome profits realized in the previous year, and, lastly, the belief in an increase of consumption of tea in the United Kingdom following on the reduced rate of duty in England.

All the above points proved, however, more or less disappointing, for

a heavier list of losses of shipments of tea to the United Kingdom has seldom been heard of. In the month of June, the news of the failure of Overend, Gurney, and Co., and the collapse of credit in London gave a rude shock to confidence. Many, however, believed that the accounts were exaggerated, and this fallacy tended to bolster up and support prices, at but a moderate decline, the consequence of which has been that teas bought later have given an even more disastrous result than the earlier purchases.

Export of tea from this port to Great Britain for the first months of the season was larger than ever before known. During the last three months of the year, rates fell very low, and the teamen became themselves very heavy losers on their large remaining stocks. Buyers, on the other hand, acted with greater caution at the latter part of 1866, so that the position of export at the close of the year may be said to have been rather more favourable for the shippers.

The stock of tea on hand on the 31st December, 1866 was equal to, say 70,000 chests. The export figures show a decrease as exhibited in the Tea Return No. 5; but this is accounted for by the much larger stocks held over at the new year, and what has still to be shipped, besides what has already been shipped since the 1st January, 1867, to make up the shipments of 1866.

The summary of the business is, therefore: That the growers of the tea have been making large profits; that the teamen, obtaining barely remunerative prices at first, have latterly been losing enormously, their losses being estimated at 2,500,000 taels; that the foreign merchants, losing very heavily on all teas shipped before the end of July, will probably find their losses less on later ventures, some few of which will no doubt recoup their cost with perhaps a slight percentage of profit.

Under the stimulating effect of high prices, and a very abundant production of the leaf, the quantity that arrived in Foochow during May, June, and July, was unprecedentedly large.

Regarding the future, the export trade of Foochow rests on too stable a basis to be lastingly injured by such transitory causes as have of late been developing themselves; and I fully expect that it will still continue steadily to expand. But foreign means and credit have suffered far too severe a shock to recover with sufficient elasticity for the effect of last year's business not to be deeply felt during the coming season, and the losses of the native teamen will strongly assist and confirm this effect.

It is therefore anticipated that prices will be much more moderate and, the stimulus of excessive rates being removed, that the production will be reduced. Both these causes will hence tend to render the trade this year less profitable to the country.

Great complaints have been made in England as to the falling off in the quality of tea of late years, and this has been generally attributed to hasty manufacture. But a merchant long resident at the port and of large experience in the tea trade, informs me that he is inclined to think that this is only partially and by no means chiefly the cause of the deterioration, the extent of which has, in his opinion, been greatly exaggerated. He believes that the principal cause of deterioration in quality is a high price of the leaf. This induces a less careful sifting and picking of the leaf in manufacture, partly to lessen the cost of the tea and partly to increase the quantity. Last year is a good illustration of this: the crop was fine and abundant, but the teas were never so inferior in some respects, and just in the points which would be caused by insufficient picking.

The rest of the exports from this port is made up of Chinese cargo, chiefly for the North of China. The chief items are bamboo shorts, value 36,611*l.* Lunggans (a dried fruit) value 49,459*l.*; paper of every description, value 41,232*l.*; timber (poles and planks for house building), value 139,072*l.*; oranges of local growth, value 13,078*l.* The total amount of these Chinese commodities for Chinese use, exported in 1866 in British vessels came to 372,714*l.* value, against 389,925*l.* in 1865. Tea figures for a value of 8,116*l.* exported in British ships to Hong Kong and the coast ports. The total value of Chinese produce inclusive of some parcels of tea exported to ports on the China coast and America, in vessels not English, is put down in Return No. 6 at a value of 439,498*l.* 11*s.* 6*d.*, sterling, but it is not easy to ascertain the accurate amount of exports in foreign vessels not British, but the figures are given as obtained.

General Remarks.

Taking an extended view of the trade of 1866, I am inclined to think that it has been, on the whole, progressive. It is true that the export trade has not been remunerative in the single article of tea, which is the chief item, but we now know that the causes of the disasters proceed from reckless speculation and ruinous competition, and that the remedy is within our own control. That the import trade has been more fortunate there cannot be the least doubt. It would be unwise to conclude that, because the goods are now imported chiefly by the Chinese themselves instead of through foreign hands, the quantity of goods imported for consumption for that reason diminishes. It simply shows that an extraordinary change has taken place in the manner of conducting business, and that a slow but sure revolution is going on in the trade of China.

This new feature in the China trade will reduce, to a certain degree, and most palpably, the commission business of the foreign firms, and when the time arrives, as most probably it will do at no distant date, for the Government to allow its subjects openly to buy and own square-rigged vessels and steamers, either built in this country or purchased abroad, we may then see the still more extraordinary spectacle of the Chinese, not only conducting the whole of their coasting trade, as now, independently of foreign interference, but also of carrying their own cargoes in vessels of their own property. The result would be that foreign ships would find little employment on Chinese account on this coast, and the real trade of this port, as regards British merchants, will become the importation of opium and lead, and the export of tea to England and the Colonies.

The Chinese Government have in contemplation the construction of a naval dockyard at this anchorage, and the establishment of a school of engineers. The whole machinery is to be under the superintendence of French officers who have been engaged for a series of years. The instruction of the pupils in naval matters and navigation is to be given in the English language, but the engineering department is to be under French instructors. M. Giquel, formerly a sub-lieutenant in the French Navy, and afterwards an Inspector of Customs at the Port of Hankow, has recently returned to France with another officer for the purpose of engaging and selecting the personnel of the establishment. Their purpose is at first to build a few gunboats for service on the coast. There are serious doubts entertained as to the success of the undertaking, which is planned on a most extravagant scale of expenditure.

The Foreign Customs Institution seems to do its work well at this port, and to give general satisfaction. Its monthly Reports on the trade

are found of great service in following the course of commercial events during the year.

A private dock has been in working order since three years, and is fit to receive vessels of from 14 to 15 feet draught of water. The charges are not considered excessive for China, and, considering the dangerous condition of the navigation of the River Min, the dock may be looked upon as a valuable acquisition at this port. I am glad to say the Chinese Government have decided on placing a first class lighthouse on the White Dogs at the entrance to the channel of this river, and on constructing a series of beacons of granite and iron at the most dangerous spots on the river. The estimated cost for the whole is some 30,000 taels to be appropriated out of the tonnage dues collected on foreign shipping. It is calculated that two years' tonnage dues on the ships that frequent this harbour will suffice to cover the entire outlay. This work, not yet commenced, it is supposed will be completed in less than two years from this date. Last year the coolie traffic was mooted at this port. A person representing a Cuba firm came to Foochow for the purpose of opening an agency at the anchorage for the shipment of emigrants. He was informed by the Chinese authorities that they would only recognize the traffic if carried on in accordance with the arrangements come to with the British and French Governments. There being no Spanish Representative at this port, and the term of service, according to the engagements, being three years only, the scheme was abandoned, I do not see any chance of the Traffic in coolies succeeding in this mountainous district, where food is plentiful and the people generally in easy circumstances; and I must confess I should be sorry to see the coolie trade commenced at this port unless under extremely severe official supervision and responsibility.

The rate of exchange has ruled lower than during preceding years between the port and Hong Kong (at about an average of 1 per cent. discount), owing to the reduction in freight and insurance on treasure. The business in sterling exchange is increasing, and rates during the year ruled at a corresponding advance on Hong Kong quotations.

The Agency of the Commercial Bank Corporation has been withdrawn in consequence of the suspension of the Bank, and has been replaced by the Oriental Bank Agency.

The new rule requiring British subjects to register themselves annually in the Consular Register and pay a fee of five dollars for the certificate, has met with considerable dissatisfaction on the part of the British residents at this port.

During the year 1866, the number of British subjects registered amounted to 78 of the 5 dollar class, and 26 of the 1 dollar or artisan class. But several abstained from registering themselves as required.

In conclusion, I beg to subjoin a Comparative Table showing the total receipts at the Customs on the foreign trade at ten of the Treaty ports during the year 1866, with a view to give a fair and true estimate of the real value of the foreign trade at each of those ports, compared one with the other—the amounts having been extracted from the monthly Reports of the Customs and added up separately for each port.

(Signed) CHAS. A. SINCLAIR, Consul.

COMPARATIVE TABLE of the Duties and Tonnage Dues levied on the Foreign Trade in 1866 at the following Treaty Ports.

					Taels	m.	c.	c.
Amoy	..	..	..	..	533,165	4	5	7
Canton	..	..	..	..	889,476	5	1	4
Che-foo	..	..	..	..	322,974	0	8	9
Chin-kiang	..	..	..	..	15,834	5	0	6
Foo-chow-foo	..	..	..	..	1,539,327	9	0	9
Hankow	..	..	..	..	943,844	5	8	5
Kiu-kiang	..	..	..	..	514,520	1	0	1
Shanghai	..	..	..	..	2,126,790	4	6	5
Swatow	..	..	..	..	431,750	6	7	7
Tien-tsin	..	..	..	..	488,441	7	0	4

Exclusive of Transit Duties. Total .. 7,806,126 0 0 7

Equal, at 6s. 8d. per tael, to £2,602,042.

(No. 1).—RETURN of British Shipping arrived at, and departed from, the Port of Foo-chow-foo, during the Year ending December 31, 1866.

Arrived.			Departed.			Duties.		
No. of Vessels.	Tonnage.	Where from.	General Cargo Inwards.	Value	No. of Vessels.	Tonnage.	Where to.	General Cargo Outwards.
184 steamers.	68,541	Coast of China, Formosa, and Hong-Kong	Cotton piece goods, raw cotton, lead, medicine, nankeens, bean-cake, peas, rice, sugar, candy, prepared tobacco, wheat, opium, woollen goods, fish.	Exchange (4s. 6d. per dollar), 8,632,008.57 dolls. = £1,942,202 0s. 5d.	184 steamers	67,985	Coast of China, Formosa, Hong-Kong, and 1 to London.	Tea, bamboo, lungans, olives, medicine, oranges, paper, planks, poles, plants, sugar cane, fire-wood, coffin wood.
177 sailing ships	106,163	Coast of China, Formosa, Hong-Kong			178 sailing ships	106,536	England, Colonies, America, Hong-Kong, Japan, and Coast.	
361 vessels ..	174,704				362 vessels ..	174,521		
								Value.
								Exchange (4s. 6d. per dollar), 17,779,443 dollars, = £4,000,374 13s. 6d.
								Import.
								Exchange (6s. 8d. per tael), 241,017 2 7 7 = £80,339 6s. 6d.
								Export.
								Exchange (6s. 8d. per tael), 1,106,270 6 6 6 = £368,756 17s. 4d.
								Tonnage Duties.
								Exchange (6s. 8d. per tael), 14,578 1 0 0 = £4,792 14s. 0d.

CHAS. A. SINCLAIR, Consul.

(Signed)

British Consulate, Foo-chow-foo, December 31, 1866.

(No. 2).—A RETURN of the Quantity and Value of Merchandize Imported into the Port of Foo-chow-foo, in 361 British Vessels, of 174,704 tons, from the under-mentioned Places, during the Year ending December 31, 1866.

Description of Articles.	Quantities.	Whence Imported.	Estimated Value in Sterling at 4s. 6d. per dollar.		
			£	s.	d.
Beancake	30,838 piculs ...	North China	13,397	8	0
Birds' nests	8·81 " ...	Coast	1,307	0	6
Bicho de mar	1,308 90 " ...	Ditto	8,947	2	6
Betel nut	1,630 00 " ...	Ditto	3,181	19	0
Coal	44,770 53 " ...	Australia, Formosa, & England	5,170	0	2
Carpets	7 packages	North China	22	14	6
Cotton, raw	6,349 70 " ...	Ditto	30,949	11	8
Cotton piece goods—					
Brocades	1,657 pieces ...	Hong Kong	2,096	4	4
Cambrics	313 " ...	Ditto	281	14	0
Chiptzes	2,448 " ...	Ditto	1,804	17	9
Damasks	146 " ...	Ditto	246	6	8
Dimities	20 " ...	Ditto	11	5	0
Drills	1,817 " ...	Ditto	3,068	6	6
Ginghams	972 " ...	Ditto	437	8	0
Handkerchiefs	3,360 dozen	Ditto	604	16	0
Muslins	56 pieces	Ditto	44	2	0
Dyed cottons	2,105 " ...	Ditto	2,102	16	8
Shirtings, white	7,619 " ...	Ditto	9,428	12	6
" grey	59,000 " ...	Ditto	8,453	10	6
" spotted	25 " ...	Ditto	34	3	4
Turkey red cambrics	5,918 " ...	Ditto	4,660	8	6
T-cloths	26,506 " ...	Ditto	14,382	8	0
Velvets and velveteens	525 " ...	Ditto	1,140	6	0
Fans	1 50 piculs	Coast	2	5	0
Longcloths	5,920 pieces ...	Hong Kong	5,510	5	0
Grass cloth	270 " ...	South China	1,035	0	0
Dried fish	17,636 piculs ...	Coast	21,719	0	6
Flour	5,569 10 " ...	Australia and San Francisco	6,354	4	6
Potatoe flour	3,995 " ...	Coast	5,383	11	6
Ginseng	27 66 " ...	North China	2,000	5	0
Indigo	2 " ...	Hong Kong ports	9	0	0
Iron	4,713 " ...	Ditto	5,489	8	8
Lead (pig)	52,831 " ...	Ditto	86,590	7	0
Medicines	3,055 90 " ...	China coast	13,857	7	8
Nankeens	161,503 packages	Ditto	319,651	8	6
Opium—					
Patna	1,730 chests ...	Hong Kong	269,417	5	0
Malwa	2,575 1/2 " ...	Ditto	485,466	15	0
Benares	890 " ...	Ditto	135,159	15	0
Persian	302 " ...	Ditto	44,991	0	0
Turkey	9 " ...	Ditto	1,215	0	0
Rattans	2,275 40 piculs	Ditto	3,604	14	6
Rice	39,607 " ...	Formosa and Hong Kong	24,914	0	6
Sandal wood	1,841 " ...	Hong Kong	3,639	12	0
Sapan wood	250 " ...	Ditto	160	15	0
R. & silk	97 73 " ...	Shanghai	11,483	2	0
Sugar	11,978 80 " ...	South China	12,723	1	6
Sugar candy	2,610 " ...	Ditto	6,381	11	0
Tea mats	453,148 " ...	Ditto	5,540	12	6
Tea paper	2,147 80 " ...	Hong Kong	6,996	15	0
Tobacco	7,982 79 " ...	Coast of China	45,158	2	0
Grain	10,864 " ...	North China	8,523	0	0
Peas	32,551 " ...	Ditto	16,461	12	0
Beans	6,53 " ...	Ditto	4,386	3	0
Miscellaneous	76,752 packages	Coast of China	176,398	0	6
Woollens—					
Broadcloths	599 pieces ...	Hong Kong and Tien-tsin	5,435	11	0
Blankets	933 pairs ...	Hong Kong	1,359	11	0
Bombazettes	151 pieces ...	Ditto	237	16	6
Woollen piece goods—					
Alpaca	8 " ...	Ditto	16	17	6
Bunting	11 " ...	Ditto	49	19	0
Camlets, English	3,248 " ...	Hong Kong and Shanghai	14,526	0	0
" Dutch	97 " ...	Hong Kong	611	2	0
" crape	509 " ...	Ditto	1,717	17	6
Flannel	111 " ...	Ditto	1,218	15	0
Lastings	847 " ...	Ditto	3,450	7	0
Long ells	3,232 " ...	Hong Kong and Shanghai	8,736	8	0
Lustres	341 " ...	Hong Kong	690	10	6
Orleans	121 " ...	Hong Kong and Shanghai	215	0	6
Russian cloth	35 " ...	Tien-tsin	196	17	6
Spanish stripes	4,032 " ...	Hong Kong	14,099	0	0
Ditto, inferior	57 " ...	Ditto	205	4	0
Woollen and cotton mixtures	1,737 " ...	Hong Kong and Shanghai	3,314	18	6
Total			1,942,202	0	5

(Signed) CHAS. A. SINCLAIR, Consul.

British Consulate, Foo-chow-foo, December 31, 1866.

(No. 3.)—A RETURN of the Quantities and Value of Merchandise Exported from Foo-chow-foo in 362 British Vessels of 174,521 tons, to the under-mentioned Places during the year ending December 31, 1866.

Description of Articles.	Quantities.	To what place exported.	Estimated Value in sterling at 4s. 6d. per dollar.		
			£	s.	d.
Bamboo shoots ..	121,183 packages	North China	36,661	19	0
Lunggans ..	10,201 piculs	Do.	49,459	19	0
Medicine ..	1,112 do.	China Coast	6,681	3	0
Olives ..	13,979 do.	Do.	8,428	10	0
Oranges ..	24,383 do.	Do.	13,078	11	6
Paper ..	22,290 do.	North China	41,232	12	0
Silk ..	1 package	Re-exported	6	15	0
Sugar cane ..	38,085 packages	North China	1,963	16	0
Tobacco ..	714 piculs	{ Formosa and China } Coast	3,259	2	6
Timber ..	617,058 packages	North China	139,072	19	0
Carrying sticks ..	6,059 do.	Do.	165	7	6
Tea, abroad ..	55,305,952 lbs.	{ England, Colonies } and America	3,546,494	2	0
Tea, coast ports ..	1,265,753 do.	Hong Kong and Coast	81,166	5	6
Coffin wood ..	832 packages	China Coast	982	7	0
Firewood ..	34,352 do.	North China	463	19	0
Miscellaneous ..	53,806 do.	China Coast	71,257	5	6
Total ..			4,000,374	13	6

(Signed) CHAS. A. SINCLAIR, *Consul.*
British Consulate, Foo-chow-foo, December 31, 1866.

(No. 4.)—RETURN of the Number and Tonnage of British Vessels Arrived at and Departed from the Port of Foo-chow-foo during the Year ending the 31st December, 1866, distinguishing those employed Coastwise, and in the Colonial, Homeward, and Foreign Service.

Countries.			ARRIVALS.		DEPARTURES.	
			No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Coastwise ..	..	..	331	164,487	260	123,113
Great Britain ..	..	..	Nil.	Nil.	56	36,486
America ..	..	..	2	1,179	8	4,086
Colonies ..	..	..	6	3,512	15	4,393
Formosa ..	..	..	19	4,449	22	5,246
Japan ..	..	..	3	1,077	Nil.	Nil.
Manilla ..	..	..	Nil	Nil	1	1,197

(Signed) CHAS. A. SINCLAIR, *Consul.*
British Consulate, Foo-chow-foo, December 31, 1866.

(No. 5.)—RETURN of the Quantity of Tea exported in British and other Foreign Vessels from the Port of Foo-chow-foo during the Year ending 31st December, 1866.

Flag.	No. of Vessels.	Tonnage.	lbs. of Tea.
British	79	44,965	56,571,705
Prussian	7	1,520	1,789,080
Hanseatic	6	1,937	2,100,650
Other Foreign ..	8	1,874	2,180,129
Total	100	50,296	62,641,564

(Signed) CHAS. A. SINCLAIR, *Consul.*
British Consulate, Foo-chow-foo, December 31, 1866.

No. 7.

Acting Vice-Consul Middleton to Mr. Hammond.—(Received May 20.)

Sir,

Che-foo, February 20, 1867.

I HAVE the honour to inclose herewith, the following Returns of Trade at this port for the year ending December 31st, 1866.

1. Return of British shipping.
2. Return of total value of import and export trade.
3. Return showing number and tonnage of all foreign vessels entered and cleared, and duties collected.
4. Return of the import trade in British vessels.
5. Return of the export trade in British vessels.
6. Comparative Table of the principal articles of export trade.
8. Summary of Returns Nos. 4 and 5.
9. General Remarks, &c.

Returns Nos. 4 and 5 have been compiled from the manifests of cargo furnished to this office by the agents and masters of British vessels; the rest have been compiled from the various Returns courteously lent me by the Acting-Commissioner of Customs, T. G. Luson, Esq.

I have, &c.

(Signed) J. J. MIDDLETON.

Inclosure in No. 7.

eturns of Trade at the Port of Che-foo during the year 1866.

(No. 1.)—RETURN of British Shipping.

	1865.	1866.
No. of vessels arrived	227	218
Tonnage of ditto	80,398	81,614
No. of vessels departed	227	216
Tonnage of ditto	80,222	79,925
Duties paid taels	127,974	158,056

The above Table shows a decrease of 9 vessels arriving, but an increase by 1,216 in the tonnage.

A decrease is also shown in the number of vessels departed, the decrease in the tonnage being 297.

A large increase is shown in the amount of duties collected, viz., 30,082 taels, or about 10,000*l*.

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*

British Consulate, Che-foo, February 20, 1867.

(No. 2.)—RETURN of Import and Export Trade in Foreign Vessels.

			1865.	1866.	Increase.	Decrease.
			Taels.	Taels.	Taels.	Taels.
Imports	..	..	4,521,390	5,972,242	1,450,852	..
Exports	..	..	2,529,000	2,645,976	116,976	..
Totals	..	..	7,050,390	8,618,218	1,567,828	..

The above Return shows an increase in the value of the Import and Export Trade in 1866 of 1,567,828 taels, equal to, at 6s. 2d. the average rate of exchange, 483,413*l.* 12s. 8d.

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*
British Consulate, Che-foo, February 20, 1867.

(No. 3.)—STATEMENT showing the Number and Tonnage of Vessels Entered and Cleared.

1866.			Entered.		Cleared.		Duties collected.
			No.	Tonnage.	No.	Tonnage.	
							Taels m. c. c.
American	..	..	36	14,905	34	14,269	19,327 7 3 2
Bremen	..	..	41	14,411	40	13,645	15,711 6 6 3
British	..	..	216	81,614	215	80,232	158,056 0 2 6
Danish	..	..	15	3,082	18	3,642	9,986 0 2 6
Dutch	..	..	14	5,896	14	5,721	8,848 1 8 0
French	..	..	5	1,556	7	2,096	3,063 6 9 2
Hamburg	..	..	68	21,661	69	22,057	40,921 2 3 5
Hanoverian	..	..	6	1,162	6	1,162	2,822 5 1 5
Mecklenburgh	..	..	3	801	3	801	1,197 0 9 7
Norwegian	..	..	1	145	1	145	171 5 9 6
Hawaiian	..	..	2	454	2	454	287 0 7 1
Oldenburgh	..	..	7	1,359	7	1,252	2,413 4 9 9
Portuguese	..	..	1	200	1	200	160 8 5 0
Prussian	..	..	44	11,223	42	10,377	15,363 5 0 5
Russian	..	..	2	440	3	623	1,135 2 2 7
Siamese	..	..	28	13,843	35	16,198	40,800 2 3 9
Swedish	..	..	4	1,078	4	1,078	1,841 7 4 0
Totals	..	..	493	173,830	501	173,952	322,107 8 9 6

Total number of foreign vessels entered and cleared, 493. Nearly half of this number it will be seen were British.

Total amount of duties collected, 322,107 taels 8 m. 9 c. 6 c. Nearly half the amount being paid by British vessels.

SUMMARY of Statement No. 3.

No. of foreign vessels arrived and departed in 1866	..	..	493
" " " " 1865	..	..	444
Increase	..	..	49
Tons.			
Total tonnage of vessels entered and cleared in 1866	..	..	173,952
" " " " 1865	..	..	143,570
Increase in 1866	..	..	30,382

Total amount of duties collected in 1866	..	..	..	Taels.
55	..	..	..	322,107
1865	..	..	..	243,514

Increase in 1866 78,593

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*
British Consulate, Che-foo, February 20, 1867.

(No. 7.)—A RETURN of the Quantity and Value of Imports in British Vessels at the Port of Che-foo, during the year ending December 31, 1866.

Description of Articles.	Quantities.	Whence imported.	Estimated Value.
			Taels.
Arsenic Piculs	191	Hong Kong, Shanghai, and Coast of China	2,200
Bark, mangrove Bales	1,000		1,200
Brassware Piculs	160		2,600
Bêche de mer Catties	720		705
Brandy Cases	60		1,300
Brocades "	715		39,840
Bags, gunny Bales	55,660		8,000
Buttons, brass Chests	33		4,400
Beer Casks	53		640
Bamboo shoots Bundles	6,500		5,500
Beans Bags	1,000		4,000
Camlets Cases	50		8,700
Canvas Bale	1		250
Crockeryware Packages	46		1,000
Copper wire. "	6		200
Calico Cases	25		1,425
Coals Tons	2,820	London, Australia, and Japan	28,940.
Chintz Packages	40	Hong Kong, Shanghai, and Coast of China	7,350
Chinaware "	3,400		1,420
Crapes, woollen Cases	28		4,560
Cloves "	120		1,110
Cambrics "	2		400
Cotton, raw Bales	44		880
Cotton mixtures Pieces	250		1,500
Drills, American Packages	110		8,888
Damasks Bales	2		165
Dimities Pieces	37		3,860
Fans Cases	100		320
Flour Barrels	25		500
Firewood Piculs	1,800		900
Flooring tiles Pieces	300		400
Ginger Bags	500		1,400
Gall nuts "	30		90
Grass cloth Pieces	4,670		73,600
Iron bars Bundles	5,880		6,780
Indigo Packages	7		156
Isinglass "	25		350
Joss paper "	5,240		31,860
Long ells Bales	40		7,180
Lastings Pieces	20		3,900
Lead paper Packages	70		600
Lacquerware Boxes	2		250
Leather Packages	12		110
Lead (pig) Pigs	1,570		9,250
Lamp black Packages	55		275

Description of Articles.				Quantities.	Whence imported.	Estimated Value.
						Taels.
Linen mixtures	..	..	Bales	3	Hong Kong,	300
Lustres	..	..	Packages	2		620
Matches	..	..	Cases	130		3,495
Medicine	..	..	Piculs	445		9,943
Mats (straw)	..	..	Rolls	340		1,230
Needles	..	..	Cases	60		6,520
Nankins	..	..	Pieces	100		7,900
Opium	..	..	Chests	2,855		1,707,430
Orleans	..	..	Bales	115		26,205
Oil (wood)	..	..	Tubs	272		2,360
Preserves	..	..	"	2,750	Shanghai,	2,920
Putchuck	..	..	Packages	10		300
Paper (native)	..	..	"	74,520	and Coast	184,840
Plums (black)	..	..	Chests	187		1,072
Rice (red)	..	..	Piculs	175	of China.	2,095
Razors	..	..	Cases	5		150
Ropes	..	..	Coils	12		200
Shirtings, white	..	..	Bales	372		68,530
" grey	..	..	"	2,710		299,520
" spotted, dyed, and	..	..	"			
" coloured	..	..	"	690		40,790
Seaweed	..	..	Piculs	139,200	Passict, Portmay, and Nagasaki	79,540
Sharks' fins	..	..	"	6		605
Spanish stripes	..	..	Bales	23		300
Silk piece goods	..	..	Packages	687		82,031
Sugar (native)	..	..	Piculs	28,730		212,030
Silk and cotton mixtures	..	..	Bales	15		3,110
Sugar candy	..	..	Baskets	3,360		16,950
Ship chandlers' stores	..	..	Cases	2,500		3,000
Sweat meats	..	..	"	30	Hong Kong,	315
T-cloths	..	..	Bales	100		36,772
Tobacco (native)	..	..	Packages	806	Shanghai,	4,160
Tin	..	..	Slabs	90		1,500
Turkey red cloth	..	..	Bales	11	and Coast	2,090
Tea	..	..	Chests	200		2,400
Turmeric	..	..	Bags	30	of China	110
Umbrellas	..	..	Packages	70		430
Vermilion	..	..	Cases	20		1,192
Velvets	..	..	"	16		7,520
Varnish	..	..	Boxes	25		100
Wine (native)	..	..	Cases	200		2,870
Woollen cloths	..	..	"	6		1,500
Wood (teak)	..	..	Pieces	50		300
Wood (hard)	..	..	"	1,000		5,000
Total value of imports				..	..	3,109,199

Equivalent at 6s. 2d., the average rate exchange during 1866, to .. £ 958,669 15 d.

(Signed) J. J. MIDDLETON, Acting Vice-Consul.
British Consulate, Chefoo, February 20, 1867.

(No. 5.)—RETURN of the Quantity and Value of Exports in British Vessels at the Port of Che-foo, during the Year ending December 31, 1866.

Description of Articles.	Quantity.	Whither Exported.	Estimated Value.
			Taels.
Almonds	173 bags	Hong-Kong, Shanghai, and Coast of China,	1,450
Bean-cake	588,600 piculs		448,980
Cotton, raw	11,300 bales		180,550
Canes, rattan	100 bundles		247
Cows' hoofs	10 packages		220
Cassia	9 "		250
Crockeryware	1,420 pieces		1,855
Dates	10,450 packages		26,100
Earthenware	1,700 pieces		1,300
Fish, salted	1,050 piculs		5,400
Fruit	950 baskets		1,964
Fungus	40 "		2,170
Flowers, dried	510 bales		4,880
Ginseng	33 packages		9,450
Hams	30 piculs		465
Hats, straw	4 bags		400
Hops	25 "		150
Leather	500 pieces		350
Licorice	30 packages		310
Medicine	2,440 "		30,070
Millet	1,080 piculs		1,200
Mushrooms	20 bags		150
Oil, bean	960 tubs		7,460
Peas	122,200 piculs		159,000
Pongees, silk	605 "		27,300
Pans, brass	60 pieces		1,160
Prawns and shrimps, dried	1,560 piculs		15,320
Persimmons	390 baskets		5,000
Raisins	6 packages		140
Red colour or dye	230 "		2,550
Roots, flower	40 "		50
Samshoo, native wine	840 baskets		1,010
Silk, waste	60 bales		6,100
Seeds, melons, &c.	1,280 packages		5,100
Straw braid	1,350 bales		28,970
Sinews	60 packages		200
Sacking	100 bundles		2,000
Silk, raw	25 bales		7,500
Skins, squirrel	1 box		710
Tiles	340 "		500
Tallow	10 piculs		60
Vermicelli	7,600 packages		52,900
Vermillion	100 "		390
Wheat	3,050 bags		13,040
White lead	280 packages		2,100
Wool	130 bales		1,720
Wax	10 packages		600
Total value of Exports	..	..	1,058,791

Equal at 6s. 2d. per tael (being the average rate of exchange for 1866), £326,460 11s. 2d.

(Signed) J. S. MIDDLETON, Acting
Vice-Consul.

Her Britannic Majesty's Vice-Consulate,
Che-foo, February 20, 1867.

(No. 6.)—COMPARATIVE TABLE of the Principal Articles of Import for the Years 1865 and 1866.

Description of Goods.	Classifier.	1865.	1866.
Alum	Piculs ..	3,277	1,035
Bet-el nuts	Bags ..	3,509	3,173
Chinaware	Pieces ..	635	1,163
Cotton piece goods	" ..	247,242	223,055
Fans	" ..	720,513	873,891
Window glass	Boxes ..	123,800	136,300
Watches	" ..	7,675	19,828
Medicines	Packages ..	1,917	1,404
Iron bars	Bundles ..	7,858	4,003
" nail rod	" ..	4,797	6,645
Lead	Pigs ..	9,875	3,420
Needles	Boxes ..	26,316,000	95,921,000
Opium	Chests ..	2,686	4,043
Paper, native	Bundles ..	26,798	46,118
Seaweed	Bales ..	41,424	94,084
Sugar, native	Bags ..	183,722	252,662
Turmeric	Piculs ..	2,539	2,490
Woollens	Pieces ..	5,681	7,762
Wood, sapan	" ..	21,755	33,872

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*
British Consulate, Che-foo, February 20, 1867.

(No. 7.)—COMPARATIVE TABLE of the Principal Articles of Export for the Years 1865 and 1866.

Description of Goods.	Classifier.	1865.	1866.
Bean cake, Chefoo	Piculs ..	755,052	749,506
" Newchwang	" ..	1,272	5,457
Cotton, raw	Bales ..	19,141	34,002
Dates, black	Bags ..	13,150	16,544
" red	" ..	10,923	18,265
Lily flowers	Piculs ..	4,431	2,620
Medicine	" ..	6,195	9,767
Peas	" ..	470,471	550,108
Melon seeds	" ..	5,768	4,252
Silk pongees	" ..	341	648
" wild, raw	" ..	61	73
Tobacco, prepared	" ..	732	961
Wheat	" ..	59,538	8,020
Vermicelli	" ..	31,378	44,821

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*
British Consulate, Che-foo, February 20, 1867.

(No. 8.)—ABSTRACT of the Export and Import Trade at Che-foo in British Vessels for the Year 1866.

IMPORTS.					Taels.	Taels.
Cotton piece goods, British manufacture	..	..	..	..	535,420	
Woollen	..	..	..	..	44,205	
Silk and cotton mixtures	..	..	..	..	3,110	
Metals	..	..	..	..	17,500	
Coal	..	..	..	..	28,940	
Opium	..	..	..	..	1,707,430	
Sugar and sugar candy, native	..	..	..	..	230,030	
Miscellaneous native produce and manufactures	..	..	..	..	241,724	
Seaweed (Passiet, Port May, and Japan)	..	..	..	..	79,540	
Needles, foreign	..	..	..	..	6,500	
Paper, native	..	..	..	..	214,800	
						3,109,199
EXPORTS.						
Bean-cake	..	..	..	..	448,980	
Cotton, raw	..	..	..	..	180,550	
Dates, native	..	..	..	..	26,100	
Medicine	..	..	..	..	30,070	
Pongee silk	..	..	..	..	27,300	
Straw braid	..	..	..	..	28,970	
Raw silk	..	..	..	..	7,500	
Vermicelli	..	..	..	..	52,900	
Wheat	..	..	..	..	13,040	
Wool	..	..	..	..	1,720	
Peas	..	..	..	..	159,000	
Miscellaneous	..	..	..	..	82,661	
						1,058,791
Total	..	..	..	..		4,167,990

Equivalent, at 6s. 2d. per tael, to £1,285,130 5s.

(Signed) J. J. MIDDLETON, *Acting Vice-Consul.*
*British Consulate, Che-foo, February 20, 1867.**General Remarks upon Foreign Trade of Che-foo, during the Year 1866.*

THE Returns of the foreign shipping at this port during the past year, show a steady increase in the importance of Che-foo as a port of foreign trade. It will also be seen from these Returns that the total amount of duties collected has been greatly in excess of previous years. The trade at this port is entirely a coasting trade.

Native produce, such as sugar and paper, is now generally imported in foreign vessels, and although this coasting trade is entirely in the hands of the Chinese, it seems to be still remunerative to the foreign merchant on account of the large amount of freight earned.

Table 2, shows the total value of the increase in the whole of the foreign trade at this port during the past year to be 1,567,828 taels, or 483,413*l*. The same Table shows the value of the whole foreign trade to be 8,618,218 taels or 2,657,284*l*. The value of trade in British vessels alone during 1866 was 1,285,130*l*.

The total increase in the whole trade in 1865 was about 1,000,000 taels. This year there has been an increase of 1,567,828.

Return No. 8, shows at a glance the trade in British vessels, and, I trust, may be of some use hereafter for reference in remarking upon the increase or decrease of the various articles of foreign commerce imported and exported in British vessels.

The following Statement shows the manner in which the total of 2,657,284*l.*, representing the value of the whole of the foreign trade during past year, is arrived at.

IMPORT TRADE.

	Taels.
Value of goods imported from foreign countries less re-exports and exclusive of treasure	1,355,071
Value of foreign goods imported from Chinese ports less re-exports and inclusive of treasure	2,823,877
Value of native goods imported from Chinese ports	1,793,294
Total	5,972,242

EXPORT TRADE.

	Taels.
Value of native goods exported to foreign ports	774,557
Do. do. Chinese ports	1,871,419
Total	2,645,976
Total imports	5,972,242
„ exports	2,645,976
Total	8,618,218 or 2,657,284 <i>£</i>
Total value of trade in 1866	8,618,218
Do. do. 1865	7,050,396
Increase in 1866	1,567,822
Value of treasure imported during 1866	281,053
Do. exported do.	2,056,294
Total	2,337,347

The foreign trade at this port during the past year has been somewhat crippled by the presence of the Neinfai rebels on the borders of this and the adjoining Provinces of Shensi and Honan. It is satisfactory, however, to find that the demand on some articles of export is rapidly increasing. Notwithstanding the great advantages which this port possesses over many of the other Treaty ports, not a single direct consignment of British manufactured goods from the United Kingdom has been recorded.

Foreign manufactured piece goods and opium are purchased by Chinese at Shanghai, and forwarded here by steamer or sailing vessel, and it cannot be denied that this trade, whatever appearance it may present as regards figures, is at present entirely in the hands of the Chinese merchants who employ foreign bottoms to convey both foreign, manufactured, and native goods to, and from the southern ports. The foreign merchants can at present derive but little benefit from a participation in the profits of such a trade. Were, however, direct shipments from England to be made of cotton piece goods, &c., they could be sold here at a much cheaper rate, but at present the natives prefer, for the most part, their own more durable and cheaper stuffs.

Cotton Piece Goods.—The trade in cotton piece goods has slightly decreased, the falling off in this important import is mostly confined to grey and white shirtings. The imports in dyed and spotted goods has considerably increased. It is supposed that, had the stocks of light blue and coloured piece goods been larger, a ready sale would have been effected. I am informed that a great quantity of cotton piece goods which

are imported at Tient-sin are brought down by land to this province, and the diminution in the demand to an extent of 24,187 pieces is thus accounted for.

The small trade in cotton piece goods, pig lead, sapan wood, needles, &c., with the Corea, has almost ceased since the French naval force visited that country in the autumn of last year. Previous to the murder of the French Missionaries and prohibition of trade with foreign countries by orders of the Corean Government, these imports were taken from this port in junks and exchanged for ginseng, timber, and paper.

Opium.—There has been a marked increase, amounting to 1,357 piculs, during the past year. This increase is attributable to the cultivation of the poppy in the Province of Shensi having been prohibited for some time past. The failure of the crop in Yunnan has, in a great measure, caused the price of the native drug to increase to such an extent as to make the Indian drug cheaper than the native. As this import continues yearly to increase, it may be inferred that opium smoking is becoming a still more general practice in this province.

Watches, Needles, &c.—The trade in these articles has largely increased. Foreign needles are much used in the embroidery of silk. Foreign cutlery and other useful articles of foreign manufacture will, it is supposed, be introduced into the interior in larger quantities as their superior quality becomes more generally known.

Native Paper.—This import from the southern ports has largely increased. It is used in the manufacture of screens, book-covers, windows, &c.

Woollens.—The import trade in foreign manufactured woollens has but slightly increased. These articles are too dear in price to find a ready sale amongst the working classes. In winter, the poor Chinese are clothed in native cloths padded with cotton. The more wealthy classes wear skins and furs, the winter in this part of China being very severe.

Seaweed.—The import in seaweed during the past year has largely increased. From the Russian ports south of the Amoor 94,000 bales were received. It is greatly esteemed as an article of food by all classes of Chinese, and from its extreme cheapness will always command a ready sale. A small trade with these Russian ports in other articles appears from all accounts to be capable of development. Ginseng, peas, shrimps, hemp-seed oil, buffalo hides, dried prawns, skins, bicho-de-mer, and various other articles of commerce have been received. The country around Port May is rich in timber, its export is, however, prohibited by the Russian Government. Of the Chinese goods which have been shipped to these ports on speculation, a very small quantity has been returned as unsaleable. Russian merchants from Siberia occasionally visit these ports for the purpose of purchasing brick tea, foreign spirits, and shirtings. The Harbours of Port May and Passiett are said to be easy of access and well sheltered. A gentleman residing at this port has lately visited these places and states that the soil is particularly favourable for the cultivation of grain, fruits, and vegetables. Coal is said to exist near Passiett, but the mines are at present very little worked, the coal being only used for the supply of Russian steamers.

Sugar, Native.—The demand has enormously increased. The Returns show a total of 252,652 piculs imported during the past year.

Grass Cloth.—This import has also largely increased, it is manufactured at the southern ports from hemp. It is very light and at the same time durable, and is, consequently, much worn in summer by the natives.

Silk Piece Goods (Chinese).—The goods are brought from the

southern ports of Canton, Soochow, and Shanghai. The trade, however, is at present very insignificant.

Coals.—The import of foreign coals during 1866 does not show a very great increase over that of the previous year, 2,800 tons have been imported in British vessels from London, Australia, and Japan. The consumption is almost entirely confined to steamers. As the number of the foreign community here increases the demand will of course be greater. At present it is not purchased by the Chinese, on account of its enormous cost.

Sapan Wood.—There has been a large increase in this import. It is brought from Siam and used in this province for dyeing purposes.

Bean-cake.—The export of Che-foo bean-cake during the past year has slightly decreased, and various reasons are given by the native traders in this export for the same, the most probable being that the high price of pulse has caused a partial stoppage of the mills. The Returns, however, show a fair increase in the Newchwang bean-cake, which is brought here in junks and exported to the southern ports where it is used for manuring sugar fields and feeding cattle. The Returns show an increase of 4,000 piculs in this latter description. Of the total amount exported of both kinds, viz., 754,000 piculs, 558,000 piculs were exported in British vessels.

Dates.—The crops in this and the neighbouring provinces having been unusually good, accounts for the large export in this fruit to the southern provinces.

Cotton, Raw.—The Custom-house Returns exhibit a large increase in this export. It appears that the large increase is due, in a great measure, to the low prices ruling here and the increased demand at the southern ports consequent upon no supplies having been received at those ports from British India.

Wheat.—In this export there has been a very large decrease during the past year. Various reasons are given for the same, one being, that the native farmers, finding that their former transactions in grain were not profitable, have ceased to supply the southern markets. It is more probable, however, that this falling off has been caused by large supplies having been received at the southern ports from California and the demand for grain from the North of China having lessened in consequence.

Vermicelli.—In this export there has been an immense trade. As long as the low price of peas continues this trade will doubtlessly increase. This article of food is manufactured from peas and beans, which are not cultivated at the southern ports.

Straw Braid—Exceedingly large shipments have been made to the southern ports. This trade is likely to increase, straw not being procurable at the southern ports. This braid is principally used in the manufacture of hats.

Medicine.—The export in the various kinds of native medicines has been very large. So many kinds of herbs, roots, &c., not produced at the southern ports enter into the composition of native medicines in these provinces that these exports will always be in demand.

Silk, Raw.—The small amount of raw silk which forms one of the articles of export from Chefoo, is grown in some parts of this province. It is obtained from a wild silkworm which feeds on the shrub oak-tree and varies much in quality. Were greater care taken in the cultivation of this silk, the trade might rise to some importance.

Climate of Chefoo.—This place is much resorted to by invalids and others on account of the comparatively cool and healthy summer. House

accommodation is exceedingly limited, there being only four foreign merchants established here at present. Indeed the want of accommodation was so greatly felt by persons visiting Che-foo last year, that it is only reasonable to conclude that house building on a small scale might prove a good speculation. Persons, previous to commencing building, should, however, be aware of the utter inexperience of Chinese contractors in European house building at the northern ports of China. Sixty-one foreigners are at present residing at Che-foo, twenty-six of whom, being British subjects, have been registered in the books of this office. The remainder are French, Hamburg, Dutch, and Danish subjects.

The harbour of Che-foo, although large, receives very little shelter from the violent winds which prevail in the autumn and winter months, and in bad weather small boats run great risk in attempting to reach the vessels at anchor. It, however, has the great advantage of easy and unobstructive approach, and vessels, however large their tonnage, can ride at anchor without risk of coming into collision. Although the frost in the winter months is very severe the sea is never frozen to such an extent as to cut off communication with the shipping. Very little sickness prevails in the harbour during the summer months. A few cases of small-pox occurred amongst the shipping about three months ago. Owing, however, to the professional exertions and timely precautions taken by Dr. Carmichael of this port, the disease did not reach beyond the village adjoining the foreign settlement.

The Custom-house jetty has now been completed and affords greater facilities for the more efficient examination and quicker landing of goods; boats of all descriptions can be moored against it and it also makes a good landing-place for passengers.

A well constructed lighthouse has lately been placed on the summit of one of the Kung-tung Islands, opposite Chefoo. The cost of this lighthouse to the Chinese Government was 2,700*l*. Its lights can be plainly seen at a distance of 20 miles.

The road leading from Che-foo to Hwanghsien, a town distant about 70 miles from Che-foo, has lately been repaired at the expense of the Chinese Government, and merchandize can now be conveyed thither in carts. This road forms part of the great highway leading to Tsi-nan-foo (the capital of this province), to Tient-sin, and thence to Peking; the more portable goods being sent by road into the interior, while the less valuable and bulky articles are conveyed by boats up the Ta-tsing-ho until the freezing of that river. Hwanghsien being a flourishing city, in which most of the principal native honges are established, the repair of this road may be looked upon as a work of some importance in a commercial point of view. Hwanghsein is a great depôt for goods arriving both from the north and south.

About 25 miles distant from Hwanghsien is Chaou-yuen-hsien, a place celebrated for its sulphur springs. On this account alone a visit to it will repay the traveller for a journey over a mountainous but picturesque country. The water of these baths is said to possess great healing properties, and the baths are much resorted to by Chinese from this and the neighbouring provinces.

(Signed)

J. J. MIDDLETON,

Acting Vice-Consul.

*British Vice-Consulate, Che-foo,
February 20, 1867.*

No. 8.

Consul Winchester to Lord Stanley.—(Received May 27.)

My Lord,

Shanghai, April 6, 1867.

I HAVE the honour to inclose copy of my despatch of the 3rd instant, to Sir R. Alcock, K.C.B., forwarding Trade Returns and other documents relating to the progress of this port during the year 1866.

I have, &c.

(Signed)

CHARLES A. WINCHESTER.

Inclosure in No. 8.

Consul Winchester to Sir R. Alcock.

(Extract.)

Shanghai, April 3, 1867.

I HAVE the honour to forward herewith the Returns and Summaries of Trade at this port for the year 1866, which are identical in form with those compiled for 1865. Being mainly based on the official Customs Returns, they are sufficiently accurate, and consist of the following:—

1. Return of British Import Trade in 1866.
2. Summary of foregoing.
3. Return of British Export Trade in 1866.
4. Summary of foregoing.
5. A General Summary of Foreign Trade in 1866.
6. Coast and River Trade in Foreign Bottoms in 1866.
7. Return of British Shipping in 1866.
8. Return of Foreign Tonnage in 1866.
9. Return of Duties and Tonnage Dues in 1866.
10. Summary of Coast Trade in 1866.
11. Summary of Treasure imported and Exported in 1866.
12. Summary of Trade in 1866.

Memorandum comparing the foregoing Returns and Summaries with those of the previous year.

Memorandum compiled from notices on several staples of trade furnished by some of the principal merchants resident at Shanghai. In most cases the exact words of the writers have been preserved, so that the statements may be considered as representing faithfully the views of those most largely interested in the China trade, and every way entitled to be heard on the subject.

A consideration of the bare figures of these Returns, as compared with the preceding year, would not of itself suggest the fact that the period to which they relate has been one of the most hazardous and anxious ever known in the China Trade. On reference to the Memorandum accompanying the Trade Returns and Summaries, it will be seen that there was an increase of over 3,000,000*l.* sterling in the value of British imports, and of over 2,000,000*l.* sterling in British exports; and that the total value of foreign trade of all descriptions, export, import, and coast, exhibits a gross increase of more than 2,000,000*l.* This increased commerce has been carried on by a diminished amount of tonnage, at rates of freight not ruling higher than in the previous year. For anything that appears on the face of the Returns themselves, one might therefore draw the inference that a steadily increasing trade had been conducted on fairly economical principles, and yielded to those concerned in it an average amount of profit.

Unfortunately such an inference would certainly not represent the true state of the case. The year 1866 did, indeed, commence with many signs of returning prosperity. The early shipments of the tea season 1865-66, influenced by the increased consumption consequent on the reduction of the tea duties, afforded a handsome profit, and silk held its own, while the rise in the price of cotton pushed up the prices of manufactures. But these prospects were soon overcast. The great commercial crisis of May struck down these anticipations, and the ruin which overtook so many financial establishments in England reacted most unfavourably on the China trade. Six out of eleven banking establishments operating at Shanghai alone survived the pressure. The fall of these banks forced the sale of the teas on which they advanced, at rates showing large losses. Indeed, the loss may be said to have included all articles exported from England to China, and all articles exported from China to England, silk excepted. Opium and Straits produce among imports have alone afforded a noticeable profit.

The funds of the banks which had accumulated in China, and been laid down at an average of 6s. 2d. per tael, could neither be profitably employed in respect of the general feeling of insecurity nor the permanent declension of exchange to 5s. 11d. The losses of the surviving banks from their general operations, as distinguished from those caused by the failure of particular merchants, must have been very large, and the accumulation of their capital at this point of the commercial circle, where, for the moment, it can neither be remitted, advanced, nor lent with profit, must still be matter of grave anxiety to those interested.

The actual mercantile failures have scarcely amounted to so large a sum as the collapse occurring after the conclusion of the American War in 1865 involved. But several houses are understood to be rather in course of liquidation than looking forward to the resumption of active operations.

Unquestionably the trade at this port, or, to speak more widely, the trade with China, eight-tenths of which actually or financially passes through it, has not been profitable to the mercantile community settled here, through whose instrumentality it is more immediately conducted; a fact which has led to much earnest reflection on the point whether, as between the two countries themselves, the trade has been a paying one. I have discussed the subject with the most intelligent members of this community, most of whom are of opinion that the trade has not on the whole returned a fair interest on the capital invested in it in either country. Silk, for example, which has paid the foreign merchant, has not paid the Chinese producer, because the scarcity of mulberry leaves, owing to the destruction of the mulberry tree by the rebels, has raised the food of these invaluable insects to famine prices. Tea, which has been profitable to the Chinese grower, has not proved an advantageous return for the manufactures exported from England, although the English consumer may, by reason of its low price, have paid less for his supplies. Capital in effect is rarely destroyed, though it may be lost to a particular branch of business by leaving it, and much derangement to the balance of trade, involving painful individual or class losses, may ensue from abnormal deviation from the laws which ordinarily guide its movements. Holding to these views one of my friends maintains that the operations of 1866, however injurious to the middlemen, whether foreign or Chinese, who have been the agents of the commercial exchanges, have not involved any notable loss of capital, or even failed in the sense of investments as between the two countries; while others contend that there has been a clear loss of the capital engaged in the trade. Estimating the total

capital afloat at 30,000,000 sterling, the loss has been calculated at 2,000,000, or about 7 per cent.

The course of trade in the previous year had, fortunately, conveyed a lesson of caution, of which prudent men had not failed to take advantage. There was a very general reduction of out-lying branches and retrenchment of unnecessary expenditure. Many were content to abstain from extensive operations for the successful issue of which no reasonable security could be discovered. The British, Mercantile, and Shipping classes in China had derived from the old traditions of the Company's factory, and from the example of the great firms which had arisen on its dissolution, notions of expense and a style of living unsuited to a trade in which the keenest competition had produced its usual effect of comminuting profits. The cheaper and less pretentious manner in which a largely increasing continental commerce was conducted by Germans and other foreigners, was taken to indicate narrow capital and restricted notions of business, rather than wise economy. But these false notions are now fairly on the wane. The high salaries, backed by extraordinary table allowances given to assistants which swelled to an enormous amount the expenditure of English houses, are now seen to be evils, implying a waste of capital and calculated to produce a pernicious effect on the young employés themselves, a considerable proportion of whom have become unfitted for steady office work, and betaken themselves to the more exciting pursuits of brokerage in all its branches. It is to be hoped that the progress of these ideas may not be interrupted when prosperous times return, and that salaries of mercantile employés may hereafter be adjusted so as to make the indulgence of expensive habits of living tell on the total earnings of the individual, as is the case with Government civil servants and bank employés.

A more regrettable effect of these losses is connected with the relations between foreign and Chinese merchants. Each party has naturally been anxious to avoid receiving the burden of the loss on his own shoulders, or anxious to shift it to his neighbours. The peculiar circumstances of an unprosperous trade, carried on between persons having no medium of communication, have given occasion to many questions of responsibility in respect of agency, brokerage, and factory, involving great irritation. The necessity of regarding as principals a set of tea and silk boys and compradores without capital or station, but who are in reality middlemen, has placed both the Chinese producer and English merchant at the mercy of men destitute of character and property and wholly given over to commercial gambling of the worst description. It has come even to be a maxim of trade that the middleman is to be made apparent principal in all transactions, even when the presence of the actual owners at the weighing and packing of the produce afforded clear proof of ownership, and every opportunity for the disclosure of the real principal. These men have at other times been despatched into the country with sums of money large enough to buy up the produce of whole districts. It will give an idea of the nondescript character of these middlemen to state that I know of more than one instance in which the individuals act at one and the same time as compradors or paid servants of foreign firms,—agents for other mercantile houses—and large independent merchants. It can easily be concluded how difficult it is to assign to each transaction the appropriate phase of character, especially when it may be the interest of one or all the parties to perplex the task. The most hopeful permanent remedy will be an increased knowledge of the language on the part of foreign mercantile employés, to which the necessities of the times and their future altered position are both pointing.

The General Shipping Return indicates an increased entry of 22,069 tons under the British flag, and a decrease of clearances amounting to 25,204 tons. British trade and shipping have, therefore, more than maintained the preponderating position due to them in the Returns of former years. The Returns of duties and dues for 1866 exhibit a differential increase as compared with those paid under foreign flags, as well as an actual increase. The English trade in imports is, in round numbers, to that of all other foreign countries, as 10 to 1, in exports as 4 to 1, on both as 8 to 1. In shipping there were nearly two tons under the English flag to every single ton under all other foreign flags.

The Shanghai Steam Navigation Company, which is under the management of an eminent American house, have become owners of all the river steamers plying on the Yang-tsze, and their former opponents have engaged for ten years not to run vessels on the great river. This, of course, creates a sort of temporary monopoly, but such is the energy of commerce, that already the initiation of an organized opposition has begun. Two of these large steamers still run under English colours, but will be probably transferred to American when finally paid for. The great river traffic in the United States creates a special experience in Americans admirably suited to carrying on this branch of trade.

Land and Real Estate. House and Population Returns.—There is very little to report under this heading. Commercial losses have confirmed the depreciation of real estate—the result of over trading—and the pacification of the provinces. Properties thrown on the market have brought prices altogether inadequate. There is no money to spare from legitimate commercial adventures. A lot which, three years ago, was valued at 90,000 taels, on a dissolution of partnership, was sacrificed for 16,000 taels at a judicial sale, through want of competition. Rents have probably reached the lowest point they are likely to attain. With the exception of the Insurance Offices, Marine, Life, and Fire, the public companies remain in the same lamentable state of depression which was signalized in last year's Report. Things have reached a point at which, it is hoped, the depression must stop; at all events real property cannot go much lower without becoming almost valueless save for purposes of immediate occupation.

In the general and social aspects of Shanghai there is little change to record. While the want of funds has delayed the commencement of some improvements, municipal and police arrangements have been carried on with all their former effectiveness, and more than their former economy. Property and life are as secure as in any provincial town in England; and a large Chinese population, not unwillingly, contributes its share of taxes, as entirely expended in accordance with foreign notions as if the soil were the property of the Crown. The assets would be equal to the liabilities if the improvidence of former times had not imposed upon the municipal revenue the burden of a considerable debt. It is proposed to get rid of this by an economical conversion into a debenture stock, secured on one of the taxes, so as to give time for the accumulation of surplus revenue to wipe out the debt by a process of gradual redemption.

Notwithstanding the prevailing impecuniosity, several buildings of a public nature were commenced during the year—a church designed by an eminent ecclesiastical architect, an imposing masonic temple, a neat little theatre, and a handsome racquet court. The social resources of the community are, however, likely to be abridged by the closure of the Club-house, an edifice so vast as to require a revenue for its maintenance which it is beyond the means of its members to contribute. A still more regrettable fact is the extinction of the Sick and Destitute Foreigners' Society,

which for many years had relieved the miseries of a class of unhappy wanderers whom foreign commerce originally brought to the settlement in some way or other.

Such is the general review of the past year, as suggested by the Returns and other documents transmitted in this despatch. It would be superfluous to dilate at this date on the resources and importance of Shanghae. The British interests involved in its prosperity transcend those which exist in many of our Colonies, administered by numerous civil staffs, and protected by garrisons. Here, with the exception of the judicial control of Her Majesty's subjects, the whole responsibility of protecting British interests generally, of political and commercial correspondence with the Chinese authorities, of influencing the jurisdiction in the Mixed Court over the native population, of controlling the working of the municipal machinery, of maintaining a general Land and Registration Office, and of the safe custody of offenders from Shanghae and all the northern ports, devolve upon the Consul, assisted by eleven Europeans of every description, working under conditions of position, pay, climate, term of service, absence of distinction, &c., which make the general result an instance of exceptional economy and simplicity in our official administrative system.

(No. 1.)—RETURN of the British Import Trade at the Port of Shanghai, for the Year ended December 31, 1866.

Description of Goods.	Classifier of Quantity.	Great Britain.		Australia and Colonies.		Hong Kong.		India.		Singapore and Straits.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Cotton piece goods—											
Shirtings, grey	Pieces	1,500,646	4,711,455	...	Taels.	304,325	941,082	...	Taels.	...	...
" white, plain	"	311,970	1,032,995	...	...	58,147	199,190	...	...	...	...
" dyed	"	29,977	117,792	...	...	2,949	11,549	...	...	...	...
" spotted and brocaded, white	"	64,215	242,946	...	...	9,034	35,592	...	...	...	...
" spotted and brocaded, dyed	"	151,915	613,719	...	...	18,061	78,395	...	...	...	...
T-cloths	"	236,543	677,977	...	...	49,595	141,145	...	...	...	...
Drills, grey	"	129,485	691,555	...	...	12,130	58,030	...	...	...	...
" American	"	967	6,094	...	...	23,516	143,157	...	...	...	...
" dyed	"	200	1,300	...	...	...	...	...	...	...	...
Jeans	"	9,118	36,640	...	...	...	...	...	...	...	...
Sheetings	"	2,844	18,545	...	...	...	...	...	...	...	...
Chinizes and furniture	"	138,012	333,922	...	...	1,000	6,000	...	...	...	...
Turkey red cloth, or cambrics	"	43,535	183,925	...	...	8,107	17,050	...	...	...	...
Denmarks, dyed	"	14,069	100,209	...	...	11,067	33,070	...	...	...	...
Velvets	"	13,189	89,616	...	...	1,862	13,983	...	...	...	...
Velveteens	"	11,165	84,174	...	...	860	6,800	...	...	...	...
Fustians	"	2,400	14,500	...	...	2,118	19,900	...	...	...	...
Jacquettis	"	...	...	...	...	...	...	...	...	...	...
Cambrics	"	1,130	3,710	...	...	1,350	3,720	...	...	...	...
Lawns	"	9,498	14,050	...	...	...	...	...	...	...	...
Muslins	"	14,213	17,483	...	...	...	...	...	...	...	...
Dimities	"	2,925	7,905	...	...	81	140	...	...	...	...
Arcadias	"	500	2,200	...	...	93	140	...	...	...	...
Domestics, grey	"	...	...	...	...	...	...	...	...	...	...
Twills	"	6,274	37,190	...	...	60	180	...	...	...	...
Taffachelas	"	17,557	40,799	...	...	...	...	...	...	...	...
Cottonades, unclassified	"	5,696	13,024	...	...	3,900	10,500	...	...	...	...
Handkerchiefs	Dozens	19,425	17,105	...	...	40	96	...	...	...	...
Cotton yarn	Piculs	354 41	30,090	...	...	16,319	13,657	...	...	...	...
" thread	"	216 40	25,968	...	...	...	...	...	...	...	...
Woollen goods—											
Alpacas	Pieces	882	7,488	...	...	...	...	...	...	...	...
Blankets	Pairs	6,169	18,507	...	...	...	...	...	...	...	...
Bombazettes	Pieces	1,975	11,870	...	...	750	4,250	...	...	...	...
Bombazettes	"	194	812	...	...	...	...	...	...	...	...
Runtings	"	114,746	1,674,563	...	...	...	...	...	...	...	...
Camlets, English	"	300	7,000	...	...	3,184	46,878	...	...	...	...
" Dutch	"	8,606	63,320	...	...	60	1,500	...	...	...	...
" imitation	"	...	...	...	...	200	2,000	...	...	...	...

Description of Goods.	Classifier of Quantity.	Great Britain.		Australia and Colonies.		Hong Kong.		India.		Singapore and Straits.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Metals—			Taels.		Taels.		Taels.		Taels.		Taels.
Quicksilver	Piculs	140 95	6,850	...	...	31 25	1,550	...	...	...	...
Solder	35	1 50	80	...	...	...	...	...	...	...	...
Spelter	35	90 79	140	...	...	...	...	...	...	...	...
Steel	35	1,753	7,913	...	...	999	1,596	...	...	973	1,121
Tin, in pigs	35	340	4,320	...	...	7,162 53	130,849	...	...	1,453 55	25,946
Tin plates	35	252 40	1,502	...	...	8 80	87	...	...	...	...
" ware	35	...	...	...	...	9	900	...	...	...	...
Yellow metal	35	1,841 87	28,199	25	400	382 56	5,650	...	...	...	...
Zinc	35	139 74	798	...	...	132 22	740	...	...	...	...
Sandries—											
Agar agar	35	...	...	...	...	183 40	730	...	...	...	...
Amber	35	...	87	...	...	3 40	425	...	...	...	...
Anchors	35	46 62	160	...	...	15	90	...	...	18 43	90
Anisced, stay, broken	35	...	...	...	...	...	...	...	...	...	...
Arsenic	35	...	...	...	...	...	...	...	...	100	400
Awabeg	35	...	...	...	...	...	...	...	...	...	...
Berk, Japan	35	...	...	...	...	...	...	...	...	...	...
Bicho de mar, black	35	...	...	...	...	...	...	...	...	...	...
Birds' nest, 1st quality	35	...	...	...	...	...	...	...	...	...	...
" 2nd	35	...	...	...	...	...	...	...	...	...	...
" 3rd	35	...	...	...	...	...	...	...	...	...	...
Betel nut	35	...	...	...	...	...	...	...	...	...	...
" husk	35	...	...	...	...	...	...	...	...	...	...
Bones, tiger	35	...	...	...	...	...	...	...	...	...	...
Borax	35	...	...	...	...	...	...	...	...	...	...
Brass ware	35	...	...	...	...	...	...	...	...	...	...
Bricks, fire	35	32 42	545	...	...	1,093 80	20,384	...	...	...	...
Brooms	35	6,493	365	...	...	1,961 11	16,542	...	...	...	...
Buttons, brass gilt	35	...	...	...	...	1 75	1,616	...	...	...	...
Camphor	35	7,880	7,777	...	...	32 49	21,978	...	...	...	...
" barros, clean	35	...	...	...	...	118 72	35,221	...	...	...	...
" refuse	35	...	...	...	...	130 88	371	...	...	...	...
Cassia lignea	35	0 91	2815	...	...	36	89	...	...	...	...
" twigs	35	1 44	2,880	...	...	...	...	...	...	...	...
Charcoal	35	...	...	...	...	420 65	4,064	...	...	...	...
Chalk	35	...	...	...	...	...	...	...	...	...	...
China root	35	43 50	36	...	...	...	...	...	...	...	...
China ware, fine	35	...	...	...	...	...	...	...	...	...	...
Clocks	35	...	...	...	...	...	...	...	...	...	...
Cloves	35	119	540	...	...	...	...	...	...	...	...
	Piculs	...	...	...	...	253	1,843	...	...	...	...
	Piculs	...	...	...	...	804 80	4,970	...	...	...	...

Description of Goods.	Classifier or Quantity.	Great Britain.		Australia and Colonies.		Hong Kong.		India.		Singapore and Straits.	
		Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.
Coals	Tons ...	54,329	498,151	45,452	401,757	...	...	...	...	...	...
Copper cash	Strings	...	...	...	...	...	...	...	...	...	...
Coral	Piculs	...	...	...	...	11 37	2,787	...	...	...	...
Coral Beads	"	...	...	...	...	6 48	12,300	...	...	...	...
Corks	Gross	1,632	922	...	...	...	...	...	...	...	...
Cornelian beads	Piculs	...	...	...	...	1 13	455	...	...	...	...
Cotton	"	...	...	...	...	115	1,700	...	...	...	...
" waste	"	7 75	70	...	...	4 20	56	...	...	...	...
Crocodile scales	"	...	...	...	...	...	...	...	...	...	...
Cutch	"	...	...	...	...	69 60	488	...	...	47 70	303
Cuttle fish	"	...	...	...	...	...	...	...	...	...	...
Curios	Value	...	...	...	...	...	...	...	...	...	...
"	Piculs	...	...	...	...	31 40	491	...	...	...	...
Dragons' blood	Value	...	...	...	...	...	...	...	...	...	...
"	Piculs	...	1,970	...	...	...	15,499	...	...	...	...
Dyes and colours	Value	...	...	...	...	75 28	9,578	...	...	...	...
Elephants' teeth, whole	Piculs	...	...	...	...	0 32	30	...	...	...	...
" broken	"	...	...	...	...	...	...	...	...	...	...
Fans, paper	Pieces	...	...	...	...	...	...	...	...	...	...
Feathers, kingfishers'	Sets	...	...	...	...	57,993	4,522	...	...	...	...
Felt, sheathing and roofing	Value	...	...	...	...	...	400	...	...	...	...
Fish, dried	Piculs	...	792	...	...	...	...	...	...	...	...
" salt	"	...	...	...	...	...	...	...	...	...	...
" shell	"	...	...	...	...	3 50	30	...	...	...	...
" skin	"	...	...	...	...	...	...	...	...	...	...
Firewood	"	...	...	...	...	36 50	385	...	...	365 45	2,855
Flints	"	1,848	924	...	...	...	...	...	...	...	...
"	"	...	...	99	416	4,426	18,866	...	...	...	...
Flour	"	...	...	...	...	5 13	15	...	...	...	...
Gambier	"	...	...	...	...	6 51	175	...	...	...	...
Gamoge	"	...	...	...	...	...	...	...	...	...	...
Ginger, green	"	...	...	...	...	...	...	...	...	...	...
Ginseng, American, crude	"	...	...	...	...	70 45	10,321	...	...	...	...
" clarified	"	...	...	...	...	140 51	26,353	...	...	...	...
Japan, 1st quality	"	...	...	...	...	...	...	...	...	...	...
" 2nd	"	...	...	...	...	...	...	...	...	...	...
Japan, 2nd	"	...	...	...	...	...	...	...	...	...	...
root, Japan	"	...	...	...	...	...	...	...	...	...	...
Glass window	Boxes.	...	...	...	...	7	30	...	...	...	...
Gold thread, imitation	Piculs	4,115	8,839	...	...	1	673	...	...	...	...
Gold stone	Value	...	...	...	...	...	350	...	...	...	...
Glue	Piculs	...	36	...	...	...	...	...	...	...	...
Gram	"	5 10	...	...	...	30	90	...	...	...	...
Gum, Benjamin	"	...	...	...	...	2 50	12	...	...	...	...
" myrrh	"	...	...	...	...	308 55	1,899	...	...	...	...

[illegible]

Description of Goods.	Classifier of Quantity.	Great Britain.		Australia and Colonies.		Hong Kong.		India.		Singapore and Straits.	
		Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.
Optical and physical instruments	Value	...	753	...	...	...	1,082	...	...	...	...
Oyster shell	Piculs	...	...	...	...	...	...	...	...	200	360
Plants, assorted	39	...	...	...	...	...	...	...	...	...	...
Paper, 1st quality	39	1,149 75	6,992	...	...	...	358 4	...	...	...	...
" 2nd quality	39	...	...	...	...	...	...	...	...	...	...
Paper hangings	Value	...	435	...	...	...	...	...	...	...	...
Pepper, black	Piculs	...	...	...	...	30,371 98	173,013	...	...	5,519 68	32,060
" white	Piculs	...	...	...	...	38 80	282	...	...	95 55	748
Pitch	Barrels	45	255	...	...	...	...	...	...	...	...
Plums, black	Piculs	...	...	...	...	...	...	...	...	...	...
Potatoes	39	...	...	...	...	...	...	...	...	...	...
Prawns, dried	39	...	...	...	...	...	...	...	...	...	...
Pumelo peel	39	...	...	...	...	...	...	...	...	...	...
Putchuck	39	...	...	...	...	190 54	2,719	...	...	...	...
Rattans	39	...	...	...	...	684 75	2,833	...	...	...	...
" split	39	...	...	...	...	96 84	439	...	...	...	...
Rhubarb	39	...	...	...	...	...	...	...	...	...	...
Rice	39	...	...	...	...	6,814	13,990	...	...	...	...
Rope, Europe	39	204 38	1,915	...	...	54 25	459	...	...	700	1,565
Rope, Manila	39	...	...	...	...	88 46	750	...	...	...	...
Sago	39	...	...	...	...	6	18	...	...	...	...
Seashell	39	...	...	...	...	...	...	...	...	...	...
Seaweed	39	...	...	...	...	...	...	...	...	...	...
" cuttings	39	...	...	...	...	...	...	...	...	...	...
Sharks' fins, black	39	...	...	...	...	...	...	...	...	...	...
" white	39	...	...	...	...	1,814	7,123	...	...	...	...
Shrimps, dried	39	...	...	...	...	97	390	...	...	...	...
Silver thread, imitation	39	...	...	...	...	164 74	4,240	...	...	...	...
Silver thread, imitation	39	...	...	...	...	25 49	1,029	...	...	5 40	68
Skins' deer	39	...	...	...	...	...	...	...	...	...	...
Skins, goat	39	...	...	...	...	...	...	...	...	...	...
" sheep and lamb	Pieces	...	...	...	...	0 88	194	...	...	...	...
" rabbit	39	...	...	...	...	...	...	...	...	...	...
Smalt	39	...	...	...	...	...	...	...	...	...	...
Stereoscopes, views, and albums	Piculs	1,900	150	...	...	2,000	833	...	...	...	...
Sticklac	Value	25	300	...	...	350	350	...	...	...	...
Sugar, refined, loaf	Piculs	...	734	...	...	...	...	...	...	...	...
Tallow	39	...	...	...	...	...	...	...	...	...	...
Tea, Japan	39	470 75	4,300	...	...	...	...	...	...	...	...
" dust	39	...	...	...	...	50 50	500	...	...	...	...
" leaf	39	...	...	...	...	143 50	1,204	...	...	...	...
Timber, planks, soft wood	Square feet	...	...	...	...	...	...	...	...	...	...
		...	...	314,620	6,400	...	...	...	...	...	...

Description of Goods.	Classifier of Quantity.	Great Britain.		Australia and Colonies.		Hong Kong.		India.		Singapore and Straits.	
		Quantity.	Value. Tals.	Quantity.	Value. Tals.	Quantity.	Value. Tals.	Quantity.	Value. Tals.	Quantity.	Value. Tals.
Timber, planks, hard wood	Pieces	...	...	...	...	43	60	...	...	1,538	7,521
25 beams	35	...	...	...	...	530	1,500	...	...	...	...
25 mastis and spars	...	...	...	...	...	...	...	...	...	...	...
25 laths and shingles	...	...	...	15	450	...	...	...	...	...	...
Tobacco, leaf	Pieces	...	...	...	...	...	...	...	...	...	...
25 pouches	Pieces	...	...	...	...	...	...	...	...	...	...
25 stalk	Pieces	...	...	...	...	...	...	...	...	...	...
25 Tortoiseshell, whole	Pieces	...	1,650	...	...	4,62	2,180	...	...	...	...
25 broken	...	...	...	...	...	8,40	2,392	...	...	...	...
25 land	...	...	...	...	...	...	...	...	...	...	...
25 Toys...	Value	...	613	...	...	...	558	...	...	...	...
25 Turpentine	...	...	794	...	...	...	...	...	...	...	...
25 Umbrellas, alpaca	Dozens	...	18	...	...	...	...	...	...	...	...
25 cotton	...	...	183	...	...	...	...	...	...	...	...
25 silk	Pieces	...	12,123	...	...	...	...	...	...	...	...
25 Ultramarine	Value	...	5,262	...	...	...	...	...	...	...	...
25 Varnish	Pieces	...	555	...	...	...	...	...	...	...	...
25 Vermicelli	Pieces	...	...	...	...	...	...	...	...	...	...
25 Watches	Pieces	...	...	...	...	...	...	...	...	...	...
25 Watchmakers' tools	Value	...	135	...	...	...	...	...	...	...	...
25 Wax, vegetable	Pieces	...	...	...	...	...	...	...	...	...	...
25 Wheat	Pieces	...	...	...	...	...	...	...	...	...	...
25 Wood, camagon	...	...	...	...	...	...	...	...	...	...	...
25 ebony	...	...	...	...	...	...	...	...	...	...	...
25 fragrant	...	...	...	...	...	...	...	...	...	...	...
25 garoo	...	...	...	...	...	...	...	...	...	...	...
25 Laka	...	...	...	...	...	...	...	...	...	...	...
25 red	...	...	...	...	...	...	...	...	...	...	...
25 sandal	...	...	...	250	635	...	...	...	...	...	...
25 sapau	...	...	...	17,176	20	...	...	...	...	...	...
25 scale...	...	...	...	...	...	...	...	...	...	...	...
25 scented	...	...	...	...	...	...	...	...	...	...	...
25 Opium, Malwa	Pieces	...	...	...	...	...	...	...	...	...	...
25 Patna	Pieces	...	...	...	...	...	...	...	...	...	...
25 Benares	...	...	...	...	...	...	...	...	...	...	...
25 Turkey	...	...	...	...	...	...	...	...	...	...	...
25 Prepared	...	...	...	...	...	...	...	...	...	...	...
Total	Tals	...	15,655,590	...	462,571	...	3,293,173	...	23,517,930	...	465,770
Treasure	...	...	770,871	...	463,571	...	8,631,943	...	...	...	128,345
Total Value	...	...	16,426,461	...	463,571	...	6,855,116	...	23,517,930	...	594,115

SUMMARY OF FOREGOING.

						Taels.
Value of Imports from	Great Britain	...	...	...	...	15,655,590
"	Hong Kong	...	...	...	...	3,233,173
"	India	...	...	...	...	23,517,230
"	Singapore	...	...	...	...	465,770
"	Australia, &c.	...	...	...	...	462,571
Total value of British Imports (exclusive of treasure)						43,825,034
Treasure imported from	Hong Kong	...	...	...	...	3,631,943
"	Great Britain	...	...	...	...	770,871
"	Singapore	...	...	...	...	128,345
Total treasure imported						4,531,159
Grand total						47,856,193

ERRATUM.

Under the head *Opium*, add *Opium*, Persian (India), 364·00 piculs, 200,000 taels. The total value of the imports must therefore be increased by that amount, viz.—

						Taels.
Total value of British Imports (exclusive of treasure)						43,325,034
Opium, Persian (India) ...						200,000
Total						43,525,034

(No. 2.)—A SUMMARY of Return No. 1, showing the Total Value of British Imports for the Year ended December 31, 1866.

I.—BRITISH GOODS.

Manufactures—	Taels.				Taels.	Taels.
Cotton ..	..	..	..	10,841,974		
Woollen ..	..	..	..	6,001,068		
Linen ..	..	..	..	64,258		
Silk and woollen mixtures ..	..	..	..	2,050		
					16,909,350	
Metals—						
Iron ..	..	..	..	226,608		
Lead ..	..	..	..	236,402		
Tin ..	..	..	..	162,354		
Copper ..	..	..	..	20,651		
Yellow metal and other metals	..	..	..	54,977		
					700,992	
Miscellaneous—						
Coal ..	..	..	..	488,151		
Window glass ..	..	..	..	8,869		
Needles ..	..	..	..	49,433		
Matches ..	..	..	..	21,725		
Umbrellas ..	..	..	..	14,813		
Oil ..	..	..	..	14,172		
Sundries ..	..	..	..	59,507		
					656,670	
Total British Goods	..	..	..			18,267,012

II.—INDIAN AND COLONIAL PRODUCE.

Opium ..	..	..	..	..	23,519,130	
Sugar ..	..	..	..	..	352,828	
Coals (Australian)	..	..	..	..	401,757	
Pepper ..	..	..	..	..	206,103	
Wood, sandal, &c.	..	..	..	..	207,000	
Rice ..	..	..	..	..	15,555	
Timber ..	..	..	..	..	15,931	
Birds' nests	..	..	..	..	60,931	
Bicho de mar, rattans, and other Straits produce	..	..	..	..	88,295	
Sundries ..	..	..	..	..	190,492	
						25,058,022
Total	..	..	..	..		43,325,034
Total Treasure imported	..	..	..	..		4,531,159
Total Value of British Imports	..	..	..	..		47,856,193

(No. 3.)—RETURN of the British Export Trade at the Port of Shanghai during the year ended December 31, 1866.

Description of Goods.	Classifier of Quantity.	Great Britain.		India.		Singapore and Straits.		Canada.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Silk, raw	Piculs	18,792 90	Taels. 9,396,590	153 17	Taels. 76,625	..	Taels.	..	Taels.
" thrown	"	..	..	..	..	..	..	..	..
" waste or refuse	"	..	..	..	..	..	..	..	..
" wild and coarse	"	1,251 59	64,078	..	..	..	..	..	..
" piece goods, fine	"	40 90	10,175	..	..	6 41	3,700	..	..
" coarse.	"	..	..	..	..	..	..	..	..
" caps	Pieces	..	..	..	..	..	..	..	..
" thread	Piculs	..	..	..	..	1 58	1,660	..	..
" worms' eggs	"	..	..	..	..	..	..	..	..
" cocoons	"	..	..	..	..	..	..	..	..
Tea, black	"	265,715 10	13,105	45 75	1,190	..	..	..	..
" green	"	76,171 82	6,908,590	..	..	..	..	2,837 87	93,637
" brick	"	316 16	2,535,780	..	..	..	..	..	..
" dust	"	13,208	2,528	..	..	..	..	..	..
" Cotton, raw	"	27,498 80	118,872	..	..	..	..	..	..
Almonds	"	..	467,476	..	..	..	..	..	..
Aniseed, star	"	..	..	..	..	..	..	..	..
" broken	"	..	..	..	..	..	..	..	..
Alum	"	..	..	..	..	..	..	..	..
Bags, hemp or gunny	Pieces	..	..	..	..	..	..	..	..
Bamboo ware	Piculs	..	..	..	..	..	..	..	..
Bean cakes	"	..	..	..	..	..	..	..	..
Betel nut husk	"	..	..	..	..	..	..	..	..
Brass ware	"	3 21	61	..	..	325 37	5,633	..	..
Bricks	Pieces	..	..	..	..	..	..	..	..
Canes	"	..	..	..	..	..	..	..	..
Cantharides	Piculs	..	..	..	..	..	..	..	..

Description of Goods.	Classifier of Quantity.	Great Britain.		India.		Singapore and Straits.		Canada.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Carpets, native	Pieces	..	Taels.	..	Taels.	..	Taels.	..	Taels.
Chalk	Piculs	..	..	..	..	..	..	..	..
Chesnuts	"	..	..	..	..	..	..	..	..
China ware, coarse	"	..	..	..	..	..	..	..	..
" " fine	"	8 70	760	..	..	5	18	..	..
China root	"	..	..	..	..	470 54	2,870	..	..
Chow-chow articles	"	..	..	..	..	416 58	6,225	..	..
Cinnabar	"	..	..	..	..	..	..	..	..
Copper, old	"	..	..	..	..	..	..	..	..
" ware	"	4	32	..	..	12 20	140	..	..
Cotton, clothing	"	..	..	..	..	..	..	..	..
" rags	"	124 66	145	..	..	..	..	..	..
" seed	"	..	..	..	..	..	..	..	..
Cow, hoof	"	..	..	..	..	..	..	..	..
Curios	Value	..	..	..	..	..	..	..	..
Dates, red	Piculs	..	17,540	..	..	..	..	..	..
Dye stuff	"	..	..	..	..	8	20	..	..
Earth, red	"	..	..	..	..	..	..	..	..
" "	"	..	..	..	..	..	..	..	..
Earthenware	"	..	..	..	..	..	..	..	..
Eggs, preserved	Pieces	..	..	..	..	958 54	1,760	..	..
Fire crackers	Piculs	..	..	..	..	..	..	..	..
Fish lines	"	62	496	..	..	..	..	..	..
" salted	"	..	..	..	..	..	..	..	..
Flour, rice	"	..	..	..	..	2 40	8	..	..
Fruits, fresh	"	..	..	..	..	..	..	..	..
Fungus	"	..	..	..	..	..	..	..	..
Garlic	"	..	..	..	..	6 97	231	..	..
Glass ware	"	..	..	..	..	60	90	..	..
Gold thread, imitation	"	..	..	..	..	..	..	..	..
Grass cloth, coarse	"	..	..	..	..	3	200	..	..
	"	..	..	..	..	85 30	4,885	..	..

Description of goods.	Classifier of Quantity.	Great Britain.		India.		Singapore and Straits.		Canada.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Ground nuts	Piculs	..	Taels.	..	Taels.	..	Taels.	..	Taels.
Gypsum	"	..	..	..	..	..	..	..	..
Hair, camel	"	401 56	3,231	..	..	..	..	..	..
" cow	"	..	..	..	..	..	..	..	..
" horse	"	..	..	..	..	..	..	..	..
" pig	"	..	..	..	..	..	..	..	..
Hams	"	..	..	..	..	..	..	..	..
Hemp	"	4,065 32	43,223	..	..	18 40	360	..	..
" twine	"	..	..	..	..	..	..	..	..
Hides, cow	"	..	..	..	..	..	..	..	..
Horns, cow	"	..	..	..	..	..	..	..	..
" sheep	"	..	..	..	..	..	..	..	..
Indigo, dried	"	..	..	..	..	..	..	..	..
" liquid	"	..	..	..	..	..	..	..	..
Ink, Chinese	"	0 69	130	..	..	1 60	280	..	..
" Stones	Pieces	..	..	..	..	..	..	..	..
Iron nails	Piculs	..	..	..	..	..	..	..	..
Isinglass	"	1 10	150	..	..	..	..	..	..
Joss paper	"	..	..	..	..	..	..	..	..
" stick	"	..	..	..	..	..	..	..	..
Knives	Pieces	..	..	..	..	..	..	..	..
Lacquered ware	Piculs	..	..	..	..	..	..	..	..
Lamp wicks	"	..	..	..	..	..	..	..	..
Lead, tea	"	..	..	..	..	..	..	..	..
Leather	"	..	..	..	..	..	..	..	..
" ware	"	..	..	..	..	..	..	..	..
Lime	"	..	..	..	..	..	..	..	..
Lilly flowers, dried	"	..	..	..	..	..	..	..	..
Liquorice	"	..	..	..	..	39 15	305	..	..
Lung-ngans, dried	"	..	..	..	..	..	..	..	..

Description of goods.		Classifier of Quantity.	Great Britain.		India.		Singapore and Straits.		Canada.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Lung-ngans, pulp	..	Piculs	..	Taels.	..	Taels.	..	Taels.	..	Value.
Mats, tea and silk	..	Pieces	..	..	..	..	..	..	..	..
" rattan	..	"	..	..	..	..	..	..	..	..
Matting	..	Rolls	..	..	..	..	..	..	..	..
Medicines	..	Piculs	..	..	..	..	2 20	44	..	..
Melon seed	..	"	..	..	..	..	..	..	..	..
Mirrors, framed	..	Pieces	4 48	31,415	..	..	..	..	..	..
Musk	..	Piculs	12 65	665	..	..	14 40	750	..	..
Nankeens	..	"	2,322 01	27,074	..	..	..	..	..	..
Nut galls	..	"	..	..	..	..	..	..	..	..
Oil, pea nut	..	"	..	..	..	..	..	..	..	..
" tea	..	"	..	..	..	..	..	..	..	..
" wood	..	"	..	..	..	..	..	..	..	..
Oil-tment	..	"	..	..	..	..	..	..	..	..
Orange peel	..	"	..	..	..	..	2 20	15	..	..
Palampores	..	Pieces	..	..	..	..	..	..	..	..
Pans, iron	..	"	..	..	..	..	..	..	..	..
Paints, assorted	..	Value	..	..	..	..	..	..	..	..
Paper, foil	..	Piculs	..	..	..	..	..	..	..	..
Paper, 1st quality	..	"	..	..	..	..	4 50	12	..	..
" 2nd	..	"	5	53	..	..	..	..	..	..
Pens, Chinese	..	Pieces	..	..	..	..	..	..	..	..
Pewter ware	..	Piculs	..	..	..	..	2,000	120	..	..
Plaster	..	Pieces	..	..	..	..	..	..	..	..
Plaster	..	Piculs	..	..	..	..	16 90	230	..	..
Potash	..	"	..	..	..	..	..	..	..	..
Preserves	..	"	..	..	..	..	..	..	..	..
Rattans, split	..	"	..	..	..	..	..	..	..	..
" ware	..	"	..	..	..	..	..	..	..	..
Rhubarb	..	"	1,910 70	115,779	..	..	..	..	..	..
Safflower	..	"	..	..	..	..	12 30	1,254	..	..

Description of Goods.	Classifier of Quantity.	Great Britain.		India.		Singapore and Straits.		Canada.	
		Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.	Quantity.	Value. Tael.
Samshoo ..	Piculs ..	..	..	..	..	..	..	..	..
Seaweed ..	..	..	..	..	..	..	..	..	..
Shoes, cloth ..	Pairs ..	..	..	..	..	206	412	..	..
" satin ..	..	..	..	..	..	..	..	..	..
Skins, sheep ..	Pieces ..	..	..	..	..	..	..	..	..
Soap stone ..	Piculs ..	..	..	..	..	..	..	..	..
Soy ..	..	..	..	..	..	..	..	..	..
Stockings, cloth ..	Pairs ..	..	..	..	..	..	..	..	..
Straw braid ..	Piculs ..	83 87	2,060	..	..	..	..	..	..
Sugar, brown ..	..	..	..	..	..	..	..	..	..
" white ..	..	..	..	..	..	..	..	..	..
" candy ..	..	..	..	..	..	..	..	..	..
Tin foil ..	..	..	..	..	..	..	..	..	..
Tobacco leaf ..	..	258 56	2,072	..	..	2	160	..	..
Towels ..	..	..	..	..	..	..	..	..	..
Tortoise shell ware ..	Value ..	..	..	..	..	1,000	220	..	..
Umbrellas, paper ..	Pieces ..	..	..	..	..	..	..	..	..
Vegetables, salted ..	Piculs ..	18 06	..	..	..	245	1,260	..	..
Vermicelli ..	..	..	95	..	..	..	..	..	..
Vermillion ..	..	..	..	..	..	..	..	..	..
Wood, scented..	..	..	..	..	..	..	..	..	..
" ware ..	Value ..	..	..	..	..	..	..	..	..
Wax, vegetable ..	Piculs ..	..	..	..	..	..	..	..	..
Total tael	..	..	19,762,175	..	77,815	..	32,862	..	93,637

SUMMARY OF THE FOREGOING.

					Taels.
Value of exports to	Great Britain	..	..	..	19,762,175
"	"	India	..	..	77,815
"	"	Singapore, &c.	..	..	32,862
"	"	Canada	..	..	93,637
Total					19,966,489

(No. 4.)—A SUMMARY of Return No. 3, showing the Total Value of British Export Trade at Shanghai during the Year 1866.

		Taels.			Taels.
Silk ..	..	9,565,933	Hemp ..	..	43,223
Tea, black ..	..	7,031,180	Musk ..	..	31,415
„ green ..	..	2,629,417	Nut galls ..	..	27,074
Cotton ..	..	467,467	Sundries ..	..	54,992
Rhubarb ..	..	115,779			
			Total Value British Exports		19,996,489

(No. 5.)—A SUMMARY of Foreign Trade at the Port of Shanghai for the Year ended 31st December, 1866.

Country.	Imports.	Exports.	Total.
British—	Taels.	Taels.	Taels.
Great Britain	15,655,590	19,762,175	
Hong Kong	3,223,173	..	
India	23,517,930	77,815	
Singapore	465,770	32,862	
Australia	462,571	..	
Canada	..	93,637	
	43,325,034	19,966,489	63,291,523
Other Countries—			
United States of America ..	268,764	3,289,928	
Continent of Europe ..	249,396	1,328,456	
Japan	2,728,493	610,596	
Russian Settlements ..	1,345	3,932	
Philippine Islands ..	214,359	125,269	
Siam	35,604	..	
	3,497,961	5,358,181	8,856,142
Total Exports and Imports (exclusive of Treasure)	..	..	72,147,665

TREASURE.

	Imported.	Re-exported.
	Taels.	Taels.
Great Britain	770,871	28,000
Hong Kong	3,631,943	6,163,843
India	..	5,541,931
Singapore	128,345	..
Total British	4,531,159	11,733,774
Japan	994,020	792,708
United States of America ..	331,205	..
Total Treasure imported and re-exported .	5,856,384	12,526,482

(No. 6.)—RETURN of Coast and River Trade at the Port of Shanghai, conducted under various Foreign Flags, for the Year ended December 31, 1866.

	Native Produce.		Foreign Goods.	
	Imports from.	Exports and Re-exports to.	Imports from.	Re-exports to.
	Taels.	Taels.	Taels.	Taels.
COAST TRADE.				
Hong Kong	1,702,447	1,823,551	..	..
Canton	662,976	333,611	80,309	1,695
Swatow	2,279,146	717,081	14,147	639
Amoy	143,984	313,166	12,838	11,835
Foo-chow	662,854	1,525,917	12,569	129,608
Formosa	98,094	7,649	..	6,828
Ningpo	4,919,379	1,466,872	56,582	3,620,100
Che-foo	159,026	278,376	16,220	2,675,864
Tien-tsin	769,573	1,636,679	79,945	9,963,643
Newchwang	31,339	27,769	200	1,447,838
Total Coast Trade ..	11,428,809	8,130,608	272,810	17,858,050
RIVER TRADE.				
Hankow	10,020,712	3,866,429	109,744	9,442,662
Kiu-kiang	5,595,137	893,882	5,588	2,671,555
Chin-kiang	35,594	499,070	897	3,322,783
Total River Trade ..	15,651,443	5,259,381	116,229	15,437,000
Total Coast and River Trade	27,080,252	13,389,989	389,039	33,295,050

			Taels.	Taels.
Total Native Produce	..	..	40,470,241	
Total Foreign Goods	..	..	33,684,089	74,154,330
Total Treasure imported from Coast Ports ..	..	..	15,888,520	
Total Treasure re-exported from ditto ..	..	..	2,158,550	18,047,070
Grand Total	..	..	..	92,201,400

(No. 7.)—RETURN showing the Movements of British Vessels and Coasting Small Craft at the Port of Shanghai, during the Year 1866.

To and from what Place,	1866.				1865.			
	Inwards.		Outwards.		Inwards.		Outwards.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Great Britain	95	65,132	61	43,148	89	58,020	65	45,847
Mail steamers	24	22,152	24	20,112	24	19,266	24	17,808
Hong Kong	94	61,247	77	53,839	110	68,259	101	63,200
British India, Straits Settlements, and Siam	5	2,013	9	8,026	41	29,399	24	19,256
Philippines	None	None	6	4,500	8	2,785	12	7,608
Chinese coast ports	449	189,996	518	215,521	507	178,394	601	234,453
Yang-tze River ports	94	90,037	105	94,853	67	55,889	87	68,012
Japan	108	44,207	124	51,199	109	40,903	126	49,975
America, British	1	504	4	3,868	None	None	4	1,467
“ United States	5	2,654	17	9,510	17	10,300	22	10,782
Australian Colonies	63	34,713	None	None	39	24,743	None	None
Total British vessels	938	512,655	945	504,576	1,011	487,958	1,066	518,408
Coasting small craft	76	6,436	71	6,041	105	9,064	94	9,261
Grand Total	1,014	519,091	1,016	510,617	1,116	497,002	1,160	527,669

(No. 8.)—RETURN of all the Foreign Tonnage at the Port of Shanghai during the Year ended December 31, 1866.

ENTERED INWARDS.										CLEARED OUTWARDS.									
Flags.		With Cargo.		In Ballast.		Total.		Flags.		With Cargo.		In Ballast.		Total.		Flags.			
		No.	Tons.	No.	Tons.	No.	Tons.			No.	Tons.	No.	Tons.	No.	Tons.				
British	..	907	497,991	31	14,664	938	512,655	British	..	802	420,014	143	84,562	945	504,576	British	..	..	..
American	..	353	208,854	20	7,381	373	216,235	American	..	348	203,207	22	11,358	370	214,565	American	..	..	..
French	..	49	28,983	1	235	50	29,218	French	..	45	28,792	6	2,116	51	30,908	French	..	..	..
Prussian	..	34	8,753	3	672	37	9,425	Prussian	..	32	7,884	7	1,840	39	9,724	Prussian	..	..	..
Danish	..	3	661	..	..	3	661	Danish	..	4	1,004	1	114	5	1,118	Danish	..	..	..
Norwegian and Swedish	..	3	739	..	..	3	739	Norwegian and Swedish	..	2	435	1	304	3	739	Norwegian and Swedish	..	..	..
Dutch	..	23	7,527	1	210	24	7,737	Dutch	..	18	5,838	4	1,272	22	7,110	Dutch	..	..	..
Hamburg	..	38	15,088	4	1,602	42	16,690	Hamburg	..	39	16,977	3	926	42	17,903	Hamburg	..	..	..
Bremen	..	8	3,526	..	..	8	3,526	Bremen	..	9	3,848	..	..	9	3,848	Bremen	..	..	..
Russian	..	1	202	..	..	1	202	Russian	..	1	183	..	..	1	183	Russian	..	..	..
Spanish	..	7	2,213	..	..	7	2,213	Spanish	..	8	2,721	..	..	8	2,721	Spanish	..	..	..
Portuguese	..	11	1,845	..	..	11	1,845	Portuguese	..	11	1,917	..	..	11	1,917	Portuguese	..	..	..
Hanoverian	..	3	719	..	..	3	719	Hanoverian	..	3	719	..	..	3	719	Hanoverian	..	..	..
Lubeck	..	2	676	..	..	2	676	Lubeck	..	..	..	1	505	1	505	Lubeck	..	..	..
Oldenburg	..	3	658	1	148	4	806	Oldenburg	..	5	954	..	..	5	954	Oldenburg	..	..	..
Siamese	..	6	2,765	..	..	6	2,765	Siamese	..	5	1,871	..	..	5	1,871	Siamese	..	..	..
Japanese	..	..	..	2	983	2	983	Japanese	..	1	867	1	116	2	983	Japanese	..	..	..
Total	..	1,451	781,200	63	25,895	1,514	807,095	Total	..	1,333	697,231	189	108,113	1,522	800,344	Total	..	..	..

Showing the Number and Tonnage of Junks and Ningpo Boats Entered and Cleared.									
Flags.		No.	Tons.	Flags.		No.	Tons.	Flags.	
British	..	70	5,814	British	..	71	6,041	British	..
American	..	3	420	American	..	3	220	American	..
French	..	1	75	French	..	3	66	French	..
Danish	..	4	88	Danish	..	5	535	Danish	..
Prussian	..	5	535	Prussian	..	120	7,647	Prussian	..
Chinese	..	125	8,677	Chinese	..	202	14,509	Chinese	..
Total	..	208	15,009	Total	..	202	14,509	Total	..

(No. 9.)—RETURN of all Duties on Foreign Trade and Tonnage paid to Chinese Government at Shanghai during the Year 1866.

Flag.	Import Duties.			Export Duties.			Tonnage Dues.			Total.			Coast Trade Duty.		
	H. Tael.	m.	c.	H. Tael.	m.	c.	H. Tael.	m.	c.	H. Tael.	m.	c.	H. Tael.	m.	c.
British	635,187	4	1	271,814	6	3	73,960	3	8	980,962	4	2	82,437	8	2
American	50,250	8	9	59,822	0	5	6,578	4	0	116,651	3	4	32,296	6	3
French	15,821	5	6	69,919	6	1	4,244	4	8	89,985	6	5	1,840	8	7
Prussian	4,532	2	6	1,955	6	5	2,073	3	0	8,561	2	2	2,778	9	6
Russian	673	1	7	0	9	0	73	2	0	747	2	7	..	..	..
Danish	192	9	9	5	0	0	415	2	0	613	1	9	21	0	0
Hamburgh	11,933	1	0	5,635	9	5	3,844	6	0	21,413	6	5	6,311	7	0
Bremen	1,047	0	1	1,178	4	5	853	8	6	3,079	3	3	1,552	9	1
Lubeck	2	5	2	..	..	..	..	..	..	2	5	2	189	2	8
Dutch	4,919	2	7	660	9	6	1,832	4	8	7,412	7	3	934	6	0
Hanoverian	1,584	2	3	2	0	0	258	1	0	1,844	3	3	219	1	5
Norwegian and Swedish	25	9	0	273	7	7	103	2	0	402	8	7	251	3	7
Siam	3,310	4	3	358	6	4	490	4	0	4,159	4	7	101	4	5
Oldenburg	1	5	0	4	0	0	102	0	0	107	5	0	395	3	3
Spanish	4,377	7	1	4,183	1	1	1,088	4	0	9,649	2	3	..	..	..
Portuguese	5,024	0	1	230	8	9	162	0	0	5,416	9	0	..	..	..
Japanese	..	..	..	51	6	0	11	6	0	63	2	0	..	..	..
Chinese	7	6	7	1,903	2	3	149	1	0	2,060	0	0	1,686	9	2
Total	738,891	6	8	418,000	4	9	95,240	7	1	1,253,132	8	9	131,018	0	4
	Amount of Drawbacks to be deducted										..	..	11,004	5	1
	Net Coast Trade Duties received										..	..	120,013	5	3
	Total Amount of Import and Export Duties and Tonnage Dues, as above										..	..	1,253,132	8	9
Opium Duties	..	..	..	..	..	..	..	..	..	..	..	..	767,383	4	1
Transit Dues	..	..	..	..	..	..	..	..	..	..	..	..	21,966	0	3
Total	..	..	..	..	..	..	..	..	..	..	..	..	2,162,495	8	4

(No. 10.)—SUMMARY of the Coast Trade for the Year ending December 31, 1866.

	Hong Kong.	Canton.	Swatow.	Amoy.	Foo-chow.	Formosa.	Ningpo.	Chefoo.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Value of Native Produce imported from	1,702,447	662,967	2,279,146	143,984	662,854	98,094	4,919,379	159,026
Value of Native Produce re-exported to foreign countries— Taels.								
Great Britain	..	..	..	..	..	..	..	..
Japan	..	..	..	..	..	..	..	..
Continent of Europe	..	..	..	..	..	..	..	..
United States of America	..	..	..	..	..	..	..	..
India	..	..	..	..	..	..	..	..
Philippine Islands	..	..	..	..	..	..	..	..
Singapore and Straits	..	..	..	..	..	..	..	..
Amoor Provinces.. ..	..	..	..	..	..	..	..	..
Canada.. ..	..	..	..	..	..	..	..	..
Total	..	..	..	..	..	..	..	..
Value of Native Produce re-exported to Chinese Ports ..	824,865	63,925	224,269	34,969	295,556	18	1,334,425	141,067
Total Value of Native Produce imported, less Value of re-exports	..	..	..	..	..	..	..	..
Value of Native Produce exported to Chinese ports .. to	998,686	269,686	492,749	278,197	1,230,361	7,631	132,447	137,309
Value of Foreign Goods imported from	..	80,309	14,147	12,838	12,569	..	56,582	16,220
Value of Foreign Goods re-exported to	..	1,095	639	11,885	129,608	6,828	3,620,100	2,675,864

(No. 11.)—SUMMARY of Treasure at the Port of Shanghai, Imported from and Exported to Chinese Ports during the Year 1866.

	SHANGHAI.										
	Hong Kong.	Canton.	Swatow.	Amoy.	Foo-chow.	Formosa.	Ningpo.	Chee-foo.	Tien-tsin.	New-chwang.	Hankow.
Treasure imported from	Tls.	Tls.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
	..	..	..	7,870	554,720	..	2,799,700	1,800,600	6,045,900	..	2,883,470
Treasure exported to ..	Tls.	Tls.	Taels.	Taels.	Taels.	Tls.	Taels.	Taels.	Taels.	Taels.	Taels.
	..	..	548,600	1,500	135,400	..	452,650	28,000	164,600	67,600	534,100
Total.											Taels.
											15,888,520
											Taels.
											2,158,550

(No. 12.)—SUMMARY of Trade at the Port of Shanghai for the Year ending December 31, 1866.

FOREIGN TRADE.

	Taels.	£	s.	d.
Value of goods imported from foreign countries ..	47,022,995	=	14,694,685	18 9
Value of goods re-exported to foreign countries ..	2,254,479	=	704,524	13 9
Value of foreign imports less re-exports ..	44,768,516	=	13,990,161	5 0
Value of native produce exported to foreign countries (including re-exports of native produce imported from other ports, valued at 14,255,793 = 4,454,935 <i>l.</i> 6 <i>s.</i> 3 <i>d.</i>) ..	25,324,670	=	7,913,959	7 6
Value of treasure imported from foreign countries	5,856,384	=	1,830,120	0 0
Value of treasure exported to foreign countries ..	12,526,482	=	3,914,525	12 6

COAST TRADE.

	Taels.	£	s.	d.
Value of native produce imported from Chinese ports	27,080,252	=	8,462,578	15 0
Ditto re-exported to foreign countries	14,255,793	=	4,454,935	6 3
Ditto re-exported to Chinese ports ..	6,941,397	=	2,169,186	11 3
Value of native produce imported less re-exports ..	21,197,190	=	6,624,121	17 6
Value of native produce exported to Chinese ports ..	5,883,062	=	1,838,456	17 6
Value of foreign goods imported from Chinese ports ..	6,448,592	=	2,015,125	0 0
Value of foreign goods re-exported to Chinese ports ..	389,039	=	121,574	13 9
Value of foreign goods re-exported to Chinese ports ..	33,295,050	=	10,404,704	2 6
Value of treasure imported from Chinese ports ..	15,888,520	=	4,965,162	0 0
Value of treasure exported to Chinese ports ..	2,158,550	=	674,546	17 6

In the above Table, taels are converted into sterling at 6*s.* 3*d.*, the estimated average rate of exchange for the year.

MEMORANDUM to accompany the Trade Returns of the Port of Shanghai for the year 1866.

I.—IMPORTS.

British Goods.	1866.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Manufactures	16,909,350	13,107,059	3,802,291	..
Metals	700,992	804,006	..	103,014
Miscellaneous	656,670	967,299	..	310,629
Indian and Colonial Produce ..	25,058,022	19,987,865	5,070,157	..
Total, exclusive of treasure ..	43,325,034	34,866,229	8,872,448	413,643
Total treasure imported ..	4,531,159	3,002,210	1,528,949	..
Total value of British Imports, showing increase and decrease ..	47,856,193	37,863,439	10,401,397	413,643
Total increase on British imports ..	..	..	9,987,754 taels.	..

The increasing demand for British manufactures is very satisfactory, and fully sustains the large advance thereon shown in the returns for last year. The figures for the three years are—

1864.	1865.	1866.
Taels.	Taels.	Taels.
9,776,161	13,107,059	16,909,350

The advance in Indian and Colonial produce is also very noticeable, and is almost entirely due to opium. The consumption of this drug has now reached a higher point than in 1863.

The figures for the four years are—

1863.	1864.	1865.	1866.
Taels.	Taels.	Taels.	Taels.
20,251,406	14,293,097	16,375,989	23,719,130

II.—EXPORTS.

	1866.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Black tea	7,031,180	6,557,235	473,945	..
Green tea	2,629,417	3,801,680	..	1,172,263
Silk	9,565,933	11,168,277	..	1,602,344
Cotton	467,476	1,584,422	..	1,116,946
Miscellaneous	272,483	94,782	177,701	..
Total British exports, showing increase and decrease	19,966,489	23,206,396	651,646	3,891,553

Total decrease on British exports 3,239,907 taels.

Total increase on British imports 9,987,754 ..

Total increase on British trade 6,747,847 ..

The most noticeable features in the above are the decrease of the export of green teas, and decrease of exports of cotton, both due to the resumption by the United States of their usual trading relations.

III.—BRITISH AND FOREIGN TRADE.

	1866.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
British trade (exclusive of treasure)	63,291,523	58,072,625	5,218,898	..
Foreign	8,856,142	9,845,192	..	989,050
Total	72,147,665	67,917,817	5,218,898	989,050
British treasure imported	4,531,159	3,002,210	1,528,949	..
Foreign	1,325,225	493,559	831,666	..
Total treasure and trade	78,004,049	71,413,586	7,578,513	..

Total increase 6,590,463 taels.

Besides the above transactions, British and foreign treasure has been

re-exported to the amount of 12,526,482 taels, a large portion of it to India direct, *vide* Return No. V. The treasure re-exported during 1865 only amounted to 1,299,078 taels.

MEMORANDUM to accompany Return No. VI of the Trade of Shanghai during the Year ending 31st December, 1866.

VI.—COAST AND RIVER TRADE.

	1866.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Native produce	40,470,241	38,315,890	2,154,351	..
Foreign goods	33,684,089	25,374,280	8,309,809	..
Total trade, showing increase ..	74,154,330	63,690,170	10,464,160	..

Total increase 10,464,160 taels.

This large increase is almost entirely due to the re-exports of British manufactures to the Northern and River Ports. The re-exports to Tientsin alone, the port of the capital, and the large cities in the Western Provinces, have increased, since last year, from 5,500,000 taels to nearly 10,000,000 taels.

VII.—BRITISH AND FOREIGN TONNAGE.

ENTRIES.

	1866.	1865.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
British vessel, square-rigged	512,655	487,958	24,697	..
„ „ small craft.	6,436	9,064	..	2,628
Total relative entries with increase ..	519,091	497,022	22,069	..
Foreign vessels, exclusive of British (square-rigged)	294,440	386,661	..	92,221
Foreign vessels, exclusive of British (small craft) ..	1,345	3,132	..	1,786
Total relative (foreign) entries, with decrease..	295,785	389,792	..	94,007
Total entries and decrease of tonnage ..	814,876	886,814	..	71,938

VIII.—BRITISH AND FOREIGN TONNAGE.

CLEARANCES.

	1866.	1865.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
British vessels, square-rigged	504,576	518,408	..	13,832
„ „ small craft	6,309	17,681	..	11,372
Total British tonnage, showing decrease..	510,885	536,089	..	25,204
Foreign vessels, square-rigged	295,768	369,339	..	73,571
„ „ small craft	951	2,787	..	1,836
Total foreign tonnage, showing decrease..	296,719	372,126	..	75,407
Total, showing decrease	807,604	908,215	..	100,611

IX.—BRITISH DUTIES.

	1866.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
British imports	635,187	494,661	140,526	..
„ exports	271,814	362,774	..	90,096
„ tonnage dues	73,960	95,913	..	21,953
Total	980,961	953,348	140,526	112,913
Coast duties less asset of drawbacks	75,637	53,691	21,946	..
Opium duties	767,883	783,457	..	16,074
Transit „	21,966	83,966	..	62,000
Total	1,845,947	1,874,462	162,472	190,987

Total decrease British duties 28,515 taels.

X.—BRITISH AND FOREIGN DUTIES.

	1866.	1865.
	Taels.	Taels.
Total Customs tonnage dues	2,162,495	2,167,841

Total decrease of all Customs duties 5,346 taels.

Abstract of Mercantile Opinions on the Trade of Shanghai during 1866.

The following extracts from memoranda supplied by merchants at this port, and from trade circulars, will assist in forming a clear view of the present state of trade :—

Imports.

Textile Fabrics.—At the beginning of the year there was every indication of a good trade being done; buyers had much confidence in prices being well maintained, and before the Chinese new year (15th of February), contracted freely for almost all descriptions of Manchester goods. Speculation among foreigners was also rife, and assisted to keep up rates for a time. Large arrivals from England, however, and the advices received from thence of a financial panic, had the effect of producing a feeling of uneasiness, the consequences of which was the forcing off of a large portion of the arrivals at very reduced rates, the failure of many of the speculators, and the inability of the Chinese buyers to fulfil the engagements they made earlier in the season. From this state of depression the market did not recover during the remainder of the year, and the losses sustained both by foreigners and natives were more than usually severe.

Local consumption has materially improved, and large quantities have been consumed by the ports to which Shanghai acts as feeder, such as Tien-tsin and Hankow, a result of the lower prices which ruled. The consumption was large even at high prices, and is now increasing as prices fall; an enormous increase may, therefore, be fully expected when traders are in a position to sell at the rates current before the American war. The capacity of China for taking off British manufactures has never been

thoroughly tested, as the state of the interior is still disturbed, and exactions by corrupt mandarins are not discontinued.

Grey shirtings, the staple article of imports, have fluctuated very considerably, having been the principal attraction for speculators. At one time $8\frac{1}{2}$ lb. reached as high a figure as 4.20 taels per piece, but with the forced sales of speculators, and the insolvency of many of the native dealers, they declined to 2.30 taels. The price at the close of the year was about 2.75 to 2.85 taels, at which a steady business was done: 7 lb. grey shirtings were in good demand at the end of the year, and their scarcity commanded for them a proportionately better price than $8\frac{1}{2}$ lbs.; 9.12 and 10 lbs. were very little inquired for throughout the season.

White shirtings commanded but little attention during the year, though no ostensible reason can be assigned for the neglect. The small parcels that were sold brought relatively as good prices as grey shirtings.

T-cloths were in good demand at the beginning of the year, and large speculative purchases were made by the native dealers at very remunerative rates for importers. Very few of these purchases were, however, taken delivery of by the buyers (the market having declined so considerably), and as the buyers, who are principally brokers, are wretchedly poor, and nothing was to be gained by prosecuting them, a large portion of the sales had again to be placed on the market at a much lower rate, causing a very serious loss to the original importers. Throughout the season T-cloths were in fair request, and have varied very little in price during the latter part of the year. They are always suitable goods to import.

Fancy cotton goods, like the other goods already mentioned, were sought after, and commanded full rates at the beginning of the year, and also suffered similarly in value as the season advanced. These goods are mostly taken for the Hankow and Tien-tsin markets, and their prices are regulated by the wants of these places. Each place has its own taste in patterns and colours, to which particular attention must be given, otherwise the goods may remain long on hand.

Turkey red cambrics have been in request throughout the year for Tien-tsin and Japan. Manchester dye is preferred to that of Glasgow, and brings about 0.50 to 0.75 taels more. Those goods weighing $3\frac{1}{4}$ lbs. are eagerly bought for Japan.

Chintzes.—The tastes of the buyers have to a certain extent changed this year; instead of small patterns, which were the only kind saleable last year, little except large patterns, and those glazed, found purchasers. Hankow and Tien-tsin are the largest consumers.

Long ells have been sold to a considerable extent, and have fetched prices that have, as a rule, paid importers.

Scarlets at one time commanded very high rates.

Spanish stripes, *lastings*, and *camlets* have been dull of sale, and stocks, though not excessive, have been greater than the requirements of the place warranted. With diminished exports from England during the ensuing year better prices may be expected to be obtained.

Figured Orleans, *crape lustres*, and other similar goods of Yorkshire manufacture, have met with a steady sale, though with some fluctuation in price. The extraordinary increase in the amount imported (nearly 36 per cent.) being taken into consideration, the profits which have accrued to importers show that the market has a healthy tendency to widen. The continued scarcity of raw silk influencing necessarily the prices of native fabrics of that material, has no doubt powerfully contributed to the increased use of these goods and other kindred substitutes for silks.

Medium cloths.—The great increase under this head is to be ascribed

mainly to the introduction of low class German fabrics, most of which have been sold at prices which could hardly have been remunerative to the owners, and with which it would be idle for importers of British cloths to attempt competition.

Cotton yarn has been imported into Shanghai, but only to a limited extent, and solely for re-export to Japan. This article is not consumed in the north of China.

TABLE showing Import of Woollens at Shanghai during 1866 and 1865.

	Camlets.	Lastings.	Long. Ells.	Plain and Figured Lustres.	Spanish Stripes.	Broad Cloth.	Medium Cloth.	Russian Cloth.
1866	122,297	28,584	145,785	227,926	49,822	7,515	13,300	2,459
1865	115,115	29,507	117,646	168,329	47,430	6,001	6,096	72

TABLE showing Export of Cotton Goods and Yarn from England to Shanghai during Years 1866-60.

	1866.				1865.				1864.			
	Plain Cotton.		Coloured Cotton.		Yarn.		Plain.		Coloured.		Yarn.	
	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.
January ..	10,166,771	5,000	1,383,074	23,000	5,141,722	23,000	894,516	253,004	894,516	253,004	894,516	253,004
February ..	8,231,661	Nil	962,712	Nil	2,117,306	Nil	1,470,071	1,138	1,470,071	1,138	1,470,071	1,138
March ..	9,187,956	"	1,850,206	"	5,940,432	"	2,014,348	2,000	2,014,348	2,000	2,014,348	2,000
April ..	13,705,653	3,000	2,609,393	3,000	4,176,463	40,580	2,354,169	821,190	2,354,169	821,190	2,354,169	821,190
May ..	5,516,288	3,600	912,987	3,600	9,507,525	5,000	6,165,972	2,000	6,165,972	2,000	6,165,972	2,000
June ..	13,893,682	37,200	2,864,358	37,200	9,295,575	1,000	5,163,825	Nil	5,163,825	Nil	5,163,825	Nil
July ..	8,340,758	Nil	1,139,180	Nil	1,407,340	Nil	2,726,431	25,000	2,726,431	25,000	2,726,431	25,000
August ..	9,067,788	"	1,096,361	"	12,919,329	3,000	2,746,910	50,111	2,746,910	50,111	2,746,910	50,111
September ..	7,292,304	"	336,076	"	7,256,125	1,420	1,977,960	21,000	1,977,960	21,000	1,977,960	21,000
October ..	21,090,132	62,400	2,900,308	62,400	4,317,034	Nil	805,026	Nil	805,026	Nil	805,026	Nil
November ..	11,865,427	"	787,988	"	5,795,836	22,000	4,468,829	30,000	4,468,829	30,000	4,468,829	30,000
December ..	8,462,919	52,732	1,690,160	52,732	2,503,123	5,000	2,906,368	30,000	2,906,368	30,000	2,906,368	30,000
	126,821,339	163,932	18,532,893	163,932	70,377,830	101,000	33,694,425	135,249	33,694,425	135,249	33,694,425	135,249
					6,998,401		8,983,588		8,983,588		8,983,588	

Table showing Export of Cotton Goods and Yarn, &c.—*continued.*

	1863.				1862.				1861.				1860.			
	Coloured.		Yarn.		Plain.		Coloured.		Yarn.		Plain.		Coloured.		Yarn.	
	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.	Yards.	lbs.
January	596,696	208,570	Nil	Nil	8,947,279	1,886,177	11,859,223	18,000	624,960	18,000	13,192,409	2,325,651	2,325,651	Nil	13,192,409	2,325,651
February	490,479	241,844	"	"	247,100	236,600	30,218,196	Nil	2,017,404	Nil	10,581,925	1,490,206	1,490,206	"	10,581,925	"
March	1,099,798	796,841	602	"	2,770,562	1,354,195	17,518,104	"	1,214,768	"	7,582,212	1,342,181	1,342,181	"	7,582,212	"
April	3,376,178	641,477	Nil	"	9,959,763	1,905,683	23,548,703	7,500	1,180,420	2,240	13,635,502	3,241,277	3,241,277	"	13,635,502	"
May	4,210,415	621,235	156	"	6,115,245	724,689	14,396,283	Nil	1,140,439	Nil	7,978,607	3,175,386	3,175,386	"	7,978,607	"
June	2,880,348	601,491	Nil	"	6,121,980	175,296	9,361,549	"	620,133	"	5,501,820	2,064,834	2,064,834	"	5,501,820	"
July	3,042,265	1,788,339	"	"	8,527,046	906,859	7,581,208	"	749,051	"	5,780,316	2,082,160	2,082,160	"	5,780,316	"
August	1,305,690	1,254,373	"	"	1,125,300	254,000	10,635,828	"	1,457,094	"	1,176,320	819,310	819,310	"	1,176,320	"
September	675,771	484,489	"	"	3,619,132	1,105,138	15,286,105	2,000	584,580	"	12,946,140	3,726,223	3,726,223	"	12,946,140	"
October	2,345,921	547,026	"	"	514,400	408,940	7,576,203	Nil	1,167,714	2,000	3,750,797	486,900	486,900	"	3,750,797	"
November	1,950,240	347,930	"	"	328,950	92,667	9,910,813	2,000	557,606	Nil	9,389,757	1,070,361	1,070,361	"	9,389,757	"
December	1,744,158	1,036,123	"	"	621,432	461,550	4,850,040	Nil	1,152,195	"	6,611,386	544,166	544,166	"	6,611,386	"
	23,717,959	8,569,738	758		48,898,189	9,511,794	162,942,255	11,500	12,466,364	22,240	98,127,191	22,368,655	22,368,655	Nil	98,127,191	22,368,655

Metals.—This trade has been somewhat more satisfactory than in previous years, owing to the comparative smallness of stocks at the commencement of the season. Advanced prices have been obtained for the principal kinds imported, but even these have generally been below the cost to importers. One feature is noticeable, namely, the almost total absence of re-export to Japan.

For *Lead* the market has been very fluctuating. In March and April it reached the highest point, 5.80 taels to 5.90 taels per picul for W. B. mark, but as supplies then began to come forward very freely a decline in price rapidly took place, till, in September, it touched 4.50 taels per picul, the lowest price during the year.

The quantity imported direct from England is almost treble that of 1865.

Iron.—The low value of *Bar Iron* (2.20 taels to 2.30 taels per picul), in the face of the small amount of the import, will show that the demand has greatly fallen off for this description.

Nail Rod has had a steady market at 2.30 taels to 2.55 taels per picul.

Hoop Iron is not enquired for, nor is *Pig Iron*, which, being chiefly used for making shot, is not required, as the surrounding districts are in perfect quiet.

Spelter, as a munition of war, can only be imported under Government authority. The quantity this year was less than a ton and a quarter.

Tin is easily supplied from the neighbouring markets. The demand has been moderate, and prices have ruled from 17 taels to 21 taels. *Tin plates* are quite unsaleable.

Opium.—The trade of this port has been governed by conditions similar to those which influenced its course during the latter part of the preceding year. The prohibition, which is still continued, of the cultivation of the poppy in the Western Provinces has caused an increased consumption of foreign drug, and a high average range of value.

The financial discredit prevalent throughout the East, and consequent withdrawal of undue facilities granted by too many banks, have repressed speculation, and prices have accordingly ruled with greater steadiness than usual.

The growing favour evinced for Bengal opium in 1864-5, appears to have been owing to its comparative cheapness, for, this advantage having been lost during the period under review, the increased consumption has now fallen upon Malwa.

The following are the statistics of deliveries—

				Malwa.	Bengal.
				Chests.	Chests.
1866	..	..	..	28,079	11,096
1865	..	..	..	21,335	11,232

The highest price attained by Patna was 545 taels (in April), and the lowest 350 taels (in June). The highest price of Malwa was 675 taels (in April and August), the lowest 510 taels (in June). In both cases the extreme depression was of very short duration.

Coals.—The consumption of coals from Great Britain is fast decreasing. Cardiff is the only description that keeps up its old precedence. Australia and Japan coals are now likely to monopolize the market on account of their cheapness. Coals from the Western Provinces are brought to Hankow and there meet with some favour with the river

steamers, as some sorts are very similar to the American anthracite. As yet, the first cost of these is too high to make them marketable at Shanghai.

IMPORTS of Foreign Coals.

							Tons.
1862	..	..	..	..	..	..	173,580
1863	..	..	..	..	..	..	161,496
1864	..	..	..	..	..	..	117,244

TABLE showing the Shanghai Coal Market for 1866.

Months.	From Great Britain.					America.				Australia.				Japan.		Formosa.		Grand Total.
	Arrivals.	Deliveries.	Stocks.	Average Price.			Arrivals.	Deliveries.	Stocks.	Average Price.	Arrivals.	Average Price.	Arrivals.	Average Price.	Arrivals.	Average Price.		
				North Wales.	Cardiff.	English.												
January	Tons. 6,889	Tons. 23,734	Tons. 10-50	Taels. 11-50	Taels. 10-50	740	...	5,123	Taels. 14-50	1,602	...	3,083	Taels. 9-25	600	Tael. 7-50	1,690	Taels. 6	...
February	11,657	...	10-50	11-50	10-50	...	...	...	11	2,563	...	...	9	500	7-50	...	5-50	...
March	4,480	...	9-25	11-50	9-25	740	...	...	12-50	900	...	...	8-75	...	6-50	...	5-50	...
April	1,093	...	10-50	11-75	10-50	...	...	...	12-50	5,844	...	...	9-25	370	7-25	...	...	...
May	6,287	...	11-50	13-50	11-50	...	...	...	13-75	3,143	...	...	9-75	926	8	...	7	...
June	4,028	For 6 months	12	13-75	11-75	565	...	...	14-50	7,630	...	...	9-75	350	8	300	7	...
July	8,654	41,689	6,539	11	12	2,747	6,323	845	14	5,815	18,941	5,794	8-50	2,033	6-75	1,850	5-50	...
August	9,672	...	9-75	10-50	9-50	1,219	...	...	12	3,918	...	...	7-50	1,434	6	600	5	...
September	3,147	...	10	11	10	3,865	...	...	10-50	8,173	...	...	7-25	1,360	5-50	300	5	...
October	3,138	...	9-75	10-75	9-75	...	...	...	11-25	5,780	...	...	7-75	200	5-25	1,450	5	...
November	1,600	For 6 months	10	11	10	...	...	...	12	2,936	...	...	8-25	538	6	...	5-50	...
December	...	32,395	10,355	11	12	10-75	1,003	4,801	12	3,557	27,339	8,634	2-75	1,062	6	...	5-50	...
Total	60,705	Average for year	10-44	11-69	10-33	10,879	...	...	12-54	51,861	...	...	8-54	9,373	6-64	6,190	5-79	139,008
In 1865	51,325	...	...	...	...	11,217	...	...	...	28,689	...	...	...	...	...	...	...	91,231

Rice.—During the year the trade in foreign rice has been more than usually limited,—the import not reaching 2 per cent. of the previous year. There has been an abundant supply of native grain, so that market prices have not been such as to stimulate importation.

The import in 1865 was 693,655 piculs, dropped to 12,163 piculs in 1866.

The year commenced with a moderate stock and a disposition to advanced rates. The price list showed a variation from 1.75 taels for Straits, to 2 taels for fine Bengal. In March, sales of fine rice were easily affected, but continued to fall off till May, when they became very difficult. Prices continued nominal throughout the remainder of the year, except in October when a small demand arose for fine Bengal, after which inquiry ceased altogether.

Sugar.—The market for this article appears to be a steady one, and not capable of much extension. Variations only take place according to the quantity in stock. A pretty animated demand occurred from September to the close of the year.

Straits Produce.—A brisk demand for these articles took place after the Chinese new year, and continued throughout the year. During some portions of the year, stocks were kept so low by the demand that holders were enabled to keep firm. Peppers advanced from 6 taels to 9 taels; tin, from 17 taels to 21 taels; sandalwood, to 13 taels.

Exports.

Tea.—The year 1866, particularly in so far as black tea was concerned, presented a striking contrast to the previous one. At the commencement of 1866, the most favourable results to the early shipments of season 1865-66 were being realized, and this led to a too high range of prices on this side for the remaining stocks, and to those who continued shippers at the latter part of the season, consequently, much of the earlier gains were lost.

The anticipations formed by shippers in China as to the likely prospect for the teas of season 1866-67 were, owing to the prices paid in England for the first arrivals of the previous season shipments, sanguine in the extreme, and further greatly strengthened by the absurd and unwarrantable limits sent out from England, viz., 2s. 9d. to 2s. 10d. per lb. for finest chops, and as high as 3s. for two or three "crack chops." The result of this may easily be inferred. When the market opened at Hankow, which it did on the 24th May, being two days sooner than in the preceding year, the most extravagant prices were paid, such in fact as had never before been known in China; in one instance 46 taels per picul, or 3s. per lb. in England, having been paid on Russian account. Rates compared with those of 1865, were for the finest teas 6 to 10 taels, and for medium 10 to 15 taels per picul dearer.

The market at this port was not opened till 25th June, the bulk of the earlier shipments being made direct from Hankow to England (which is the reason for the references made to that market), and although very high prices were paid they showed a considerable reduction upon those ruling at the riverine ports.

During the month of July a large business resulted at full prices, and for finer kinds at an advance during the first two weeks of 2 taels per picul; part of this advance was lost at the end of the week.

During August and September some fluctuation took place, until at the end of the latter month unfavourable telegrams checked business, and rates became irregular.

The out-turn of the first shipments became known in October, and immediately affected the market. First, tea fell 1 tael per picul, and then business became exceedingly restricted. Buyers withdrew from the market waiting for lower prices. A reaction took place in November, the increase of stock inducing holders to lower their prices, which in turn encouraged buyers so much that quotations rose 1 tael higher than those of October.

At the close of December purchases could be made on more advantageous terms, and a fair business was done.

The quality of Congous of 1866-67, was considered by most people on this side as superior to that of the previous season's teas, but in England quite the opposite opinion has been formed, and this discrepancy can only be accounted for by the supposition that some great change has taken place in the teas on the way home, probably to be traced to inefficient firing in China, but no doubt partly attributable to the unsatisfactory state of the home market, which always tends to make tea purchasers there more critical and to raise the ideal standard of teas.

The low prices which ruled in London for new Congous were, in a great measure, owing to the enormous shipments which left China during the first few months of the season, coupled with the distrust prevailing in monetary circles in consequence of heavy failures and embarrassments.

Green teas were taken to a fair extent during the first six months of the year, prices exhibiting but little variation. New seasons began to arrive in July, and the market was opened by the settlement of three chops, *Pingsui*, at £5, 37, and 40·50 taels respectively, prices about on a par with the opening rate of the previous season. The market for new *Fychows* (Hui-chow), opened at the end of August at about 5 taels above the rates of the previous year, and their make and quality was considered very superior to the previous season's production. New *Moyunes* came to market to a fair extent at the beginning of October, and finest chops fetched 48 taels per picul. The yield of *Pingsuis* was calculated as being much under that of last year, and that of *Mayunes* and *Fychows*, on the contrary, much in excess.

During the latter half of the year a large business was done, the principal purchases being made for the American market; fine and finest descriptions maintained their values, they being in most request, common kinds, on the other hand, gave way considerably in price during the two concluding months of the year.

Settlements and Re-shipments as compared with those during 1865, were as follows :—

		1866.	1865.
Black ..	..	323,000 chests	288,060 chests.
Green ..	..	355,800 half-chests	423,098 half-chests.

Export of tea from Shanghai and the Yang-tsze ports to Great Britain for years 1865 and 1866.

			1866.	1865.
			lbs.	lbs.
Black ..	..	..	46,522,900	43,169,100
Green ..	..	..	10,633,800	11,990,500
			57,156,700	55,159,600

Or say an increase in 1866 of about 2,000,000 lbs.

Export of tea from Shanghae and the Yang-tzse ports to the United States for years 1865 and 1866.

	1866.	1865.
	lbs.	lbs.
Black	27,600	327,800
Green	13,769,200	13,120,000
	13,796,800	13,447,800

Silk.—The year 1866 opened with but little silk remaining unsold upon the market and only 2,790 bales, the produce of this district and *Sze-chuen* Province, were exported up to the 1st June, when the new silk season is supposed to commence. The prices ruling during this period for chop Tsatlees No. 3, varied from 615 to 575 taels per picul, duty paid, the cost having gradually declined towards the end of the season.

The spring was unusually cold, and the mulberry trees consequently so backward that on the successful hatching of the worms, they had to be fed on leaves that had arrived at only about one-fourth of their full size, so that a proportional excess in the number of the leaves had to be employed to make up the required weight of food; and as the weather continued ungenial the trees made so little progress that the price of the leaf was extraordinarily enhanced. By the time the insects had completed about half their education, the poorer peasant growers, after pledging their clothes and furniture, found that they had no further means of obtaining sufficient food for the worms which had so far been reared in a healthy state, the consequence was that only those who were better off were able to complete the growth of the worms to maturity, and thus fully one-third of the crop was lost.

The prices opened in the country for the new silk about the 1st of June at an equivalent of 490 taels per picul, duty paid, for the very finest and best chop No. 3 Tsatlees (which description is generally taken as the standard of quotations), but the Shanghae market, owing to advices received of the unfavourable state of both commerce and politics in Europe, opened for the same class of silk at 450 to 460 taels per picul, at which rates little business was done. As news from home improved prices advanced until in the middle of October, the same class of silk was selling at 610 and 620 taels per picul. Rates gradually fell from that time until the end of the year when they reached 580 taels. The unsold stock remaining on the market on 31st December, was estimated to amount to about 1,500 bales, and not more than 3,000 bales more were expected from the interior before the beginning of the next new season.

The export was :—

221	bales to London direct by sailing vessel.
22,484	„ Southampton.
3,475	„ Marseilles.
172	„ Bombay.
1,134	„ Hong Kong (926 for transmission to Europe).

Total .. 27,686 bales China silk.

of which the Peninsular and Oriental Company carried 15,801, and the Messageries Imperiales 10,538 bales.

Should the next season prove an early one, it is probable that the export during 1867 may amount to 45,000 bales of China silk.

In the above, no mention has been made of Japan silk, of which

12,433 bales have passed through Shanghai and been transhipped for Europe.

Cotton.—The suspension of the trade in this article, which had endured from May to December 1865, was put an end to by good accounts of the Liverpool market in the beginning of the year, and during the first three and a-half months five vessels were despatched to England, taking in all 25,478·29 piculs, equal 3,396,838 lbs, prices ranging between 18 taels and 20 taels per picul.

The demand for England having ceased, and there being but little enquiry for shipments to the southern ports of China, rates declined, till, in June, the quotation for Shanghai staple was 15½ taels per picul; and for Tient-sin staple, of which large quantities have been received, 12½ taels. Stocks became somewhat reduced in August and September and a recovery in prices took place, which was assisted by a demand for shipment to the South and to Hankow, and by reports of failure of the new crop in some of the neighbouring districts owing to heavy floods during the summer months, Tient-sin and Shanghai staples were then quoted respectively, 16½ taels and 17 taels, and 17 taels and 17½ taels.

The new crop came in during October, the quality was considered very good and the yield was reported as abundant. Rates fell in this month to 15 taels for best Shanghai, until a demand arose from Japan, where the crop had proved a failure, when they rallied to 16½ taels. Shipments were also continued to Hankow with but slight interruptions up to the middle of December. At the end of the year demand had quite ceased and prices fell to 15·50 taels to 15·70 taels for the best qualities.

The total export to Great Britain for 1864-66 was—

				Piculs.		lbs.
1866 ..	..	..	..	25,476·29	=	3,396,838
1865 ..	..	..	..	99,128	=	13,217,066
1864 ..	..	..	..	321,848	=	42,913,000

say a deficit in 1866 as compared with 1865 of 10,000,000, and with 1864 of 39,500,000 pounds.

Freights.—The freight market has not been noticeable for much activity during 1866. At the commencement of the period there were few vessels in port of the class employed in coasting voyages. The rates for charters were, therefore, tolerably remunerative. The rates for ships laid on to England and New York respectively, varied from 1*l.* 10*s.* and 2*l.* per ton in January, to 4*l.* and 4*l.* 10*s.* in May and June, and again sank towards the close of the year to the original rates. An average of from 10*s.* to 20*s.* above these rates was obtained by vessels touching at rice ports, but they had to submit to thirty or forty lay days.

One of the principal features in respect to the trade to England from this port during the year was the effort made at the beginning of the season to divert to Hankow all direct shipments home. Notwithstanding the great expense incurred by the towage of ships to and from Hankow, there can be little doubt that, but for the difficulties of navigation, such a change would be the result of the natural tendencies of commerce. 2*l.* and 2*l.* 10*s.*, in addition to Shanghai rates, were freely given to the first vessels of the season;—but all disposition to change was speedily nipped in the bud by the disasters which befel three of the first ships (the “Quinevere,” “Sir Lancelot,” and “Highflyer”), and the consequent raising of insurance rates to a prohibitory point.

Another feature worthy of note has been the continued reduction of the carrying trade between Newchwang, and Shanghai, and Ningpo.

Notwithstanding the disavowal by proclamation of there being any obstacle to the chartering of foreign vessels, foreign craft have ceased to find employment on this line. The subject has been made one of repeated remonstrance both to lower and higher authorities but without any results,—the guild having been rich enough to secure the effective, though not open co-operation of the authorities.

Exchange.—The following is a comparative table of the amount of merchants' and bank paper sold here during 1864-5-6.

	1866.		1865.		1864.	
	Merchants' Paper.	Bank Paper.	Merchants' Paper.	Bank Paper.	Merchants' Paper.	Bank Paper.
Sterling on London ...	£7,670,000	4,915,000	8,355,000	6,265,000	9,785,000	7,805,000
Dollars on Hong Kong ...	6,085,000	16,175,000	7,400,000	21,650,000	9,260,000	16,120,000
Francs on Paris ...	10,545,000	10,595,000	6,461,000	7,493,000	5,000,000	...
Rupees on India ...	...	20,850,000	...	22,600,000	...	25,950,000

No. 9.

Consul Robertson to Mr. Hammond.—(Received May 27.)

Sir,

Canton, April 10, 1867.

I HAVE the honour to forward herewith copy of my despatch to Sir Rutherford Alcock, covering my Report on, and the Returns of, the Trade of the Port of Canton for the year 1866, of which I have also the honour to inclose duplicates.

I have, &c.

(Signed) D. B. ROBERTSON.

Inclosure 1 in No. 9.

Consul Robertson to Sir R. Alcock.

Sir,

Canton, March 30, 1867.

I HAVE the honour to forward my Report on the Trade at the Port of Canton for the year 1866, together with the Returns of Trade, which are as follows :—

- No. 1. Return of British Shipping.
- No. 2. Return of British and Foreign Shipping.
- No. 3. Return of Foreign Shipping.
- No. 4. Return of Foreign Trade, Imports.
- No. 5. Return of Foreign Goods re-exported to Foreign Countries.
- No. 6. Return of Exports to Foreign Countries.
- No. 7. Coast Trade—Return of Imports.
- No. 8. Coast Trade—Return of Exports.
- No. 9. Coast Trade—Summary showing the value of Re-exports.
- No. 10. Comparative Statement of some of the principal Articles of Import for the Years 1861 to 1866, inclusive.
- No. 11. Comparative Statement of some of the principal Articles of Export for the years 1861 to 1866, inclusive.

I have, &c.

(Signed) D. B. ROBERTSON.

Inclosure 2 in No. 9.

*Report on the Trade of the Port of Canton for the Year 1866.**Imports.*

THE anticipations indulged in in former Returns at this port have, to some extent, proved correct, and the improvement in the amount and value of foreign trade exhibited by those of the past year affords evidence that they were not unfounded, or ventured upon without some authority for the assertion. Many circumstances combined at former periods to reduce trade to its minimum.

The opening of the ports in the north in 1860 attracted from Canton much, if not all, of the produce for which before it had been the mart. The war in America annihilated the large and valuable trade of China with that country. The cotton famine at home deprived it of one of its staple imports; and, finally, the increasing importance of the Colony of Hong Kong seriously affected its local business. Trade at Canton, therefore, might be said to have been, and perhaps is, in a transitory state; but the premises on which were founded the anticipations above referred to still remain, namely, that whatever may be the causes of subsidence, they could only be temporary, for with a city with a million or more of inhabitants, and a province considered the most populous, the richest, and the most important of all in the Empire, it was impossible to conceive that any depression could be lasting, or that anything but some unlooked for calamity could affect it permanently.

In 1864 things were at their worst, but from that date a gradual and steady improvement has taken place, and the excess in the value of the import and export trade for the past year over that of the preceding one, 1865, may be taken at 11,180,000 dollars, and the duties at 45,000 dollars. Of the former, 6,067,000 dollars are credited to imports, and 5,113,000 dollars to exports; and, with an increased import of 2,400,000 dollars in treasure (included therein), a very satisfactory result is arrived at.

The following Tables, showing the value of foreign trade for the past three years will prove the gradual increase referred to:—

IMPORTS.

1864.

				Dollars.
Goods (foreign and coast trade) ..	..	..	..	8,192,000
Treasure	..	..	..	2,828,000
Total	..	..	..	11,020,000

1865.

Goods (foreign and coast trade) ..	..	..	..	10,556,000
Treasure	..	..	..	3,421,000
Total	..	..	..	13,977,000

1866.

Goods (foreign and coast trade) ..	..	..	..	14,171,000
Treasure	..	..	..	5,873,000
Total	..	..	..	20,044,000

EXPORTS.

1864.				Dollars.
To foreign countries ..	..	..	..	9,814,000
To native ports ..	..	..	..	3,845,000
Total	..	..	..	13,659,000
1865.				
To foreign countries ..	..	..	..	13,984,000
To native ports ..	..	..	..	4,070,000
Total	..	..	..	18,054,000
1866.				
To foreign countries ..	..	..	..	14,785,000
Add treasure ..	..	..	..	4,334,000
To native ports ..	..	..	..	4,048,000
Total	..	..	..	23,167,000

SUMMARY.

				Dollars.	Dollars.
1864.	Imports ..	..	..	11,020,000	
	Exports ..	..	..	13,659,000	
					24,679,000
1865.	Imports ..	..	..	13,977,000	
	Exports ..	..	..	18,054,000	
					32,031,000
	Increase	..	..	7,352,000	
1866.	Imports ..	..	..	20,044,000	
	Exports ..	..	..	23,167,000	
					43,211,000
	Increase	..	..	11,180,000	

Or, exclusive of the treasure exported in 1866, an increase of about 14,250,000 dollars in two years.

One fact must be borne in mind; these Returns are made from those of the Foreign Custom-house, for a perusal of which I am indebted to the Foreign Commissioner of Customs, and, therefore, represent only what is conveyed in foreign vessels and passes through that establishment. What comes in or goes out in native craft it is impossible to say; or, in the absence of Returns from the native Custom-houses or the port of Hong Kong, to form an approximate estimate; but it must be very large, and, in all probability, far exceeds what those of the Foreign Custom-house show, and this for the city and neighbourhood of Canton alone. When it is considered that the whole of the Kwang-tung (Canton) province is lined with ports, that one large river besides that on which Canton is situated passes directly through the province, from which branch tributaries and a net-work of canals and water communications, studded with towns of great commercial importance, and that a large direct trade with the British Colony of Hong Kong is carried on, of which Canton can have no part, or over which the Canton Customs any supervision, the amount and value of opium and foreign goods and, to some extent, native produce which pass through those routes must be immense; and, consequently, it is little short of a fallacy to take the official Returns of Trade as a test of what that trade really is, their only value being as an evidence of increase, and the consequent inference that if, where duties are rigorously exacted, an increase is shown, there must be a proportionate or, perhaps, a considerably more than proportionate advance where they are either arranged for or not levied at all.

Moreover, Hong Kong, which is reached in six or seven hours, being a free port, offers such great facilities for storing goods and removing them as they are wanted, that little is brought to Canton on foreign account, the Chinese merchants going to the Colony and purchasing there what they require, consequently the re-exports are comparatively small, and for the same reason it is difficult to arrive at the real value of the trade. This much, however, is certain, that whether goods are brought up on foreign account and sold to the Chinese, or the latter go to Hong Kong and purchase them there, is a matter that little affects the foreign merchant. He sells them, and that, too, without being hampered with Customs duties and regulations, leaving the purchasers to arrange all that; hence it by no means follows that the import trade falling into the hands of the Chinese affects the foreign importer, the only difference being that he imports into Hong Kong, which acts as a bonded warehouse, instead of into China, and effects sales there, perhaps with more advantage, and certainly with less expense, than he would had the goods been brought up and stored in Canton.

The number of vessels that visit a port is often taken as a criterion of its trade, and in some respects this may be so, but at Canton the case is different. Many of them, particularly steamers, come for the purpose of repairs in the extensive docks situated at Whampoa, the loading anchorage of the port, or to lie in fresh water for cleansing purposes. Sometimes, too, there will be more vessels in one year than another with a less amount of tonnage owing to a smaller class of vessels being employed. The following comparative Tables between the past and preceding year will show this more clearly.

Vessels.	1865.		1866.		1866.
	No.	Tons.	No.	Tons.	Difference.
Entered with cargo—					Tons.
River steamers..	535	332,077	747	283,008	..
Other vessels ..	83	33,596	169	53,152	..
Totals ..	618	365,673	916	336,160	..
Decrease ..	..	..	..	..	29,513
Entered in ballast—					
River steamers ..	48	17,398	89	16,261	..
Other vessels ..	227	102,023	278	128,761	..
Totals ..	275	119,421	367	145,022	..
Increase ..	..	..	..	..	25,601
Cleared with cargo—					
River steamers ..	575	342,532	780	287,475	..
Other vessels ..	169	74,622	171	71,536	..
Totals ..	744	417,154	951	359,011	..
Decrease ..	..	..	..	..	58,143
Cleared in ballast—					
River steamers ..	8	6,943	56	11,794	..
Other vessels ..	134	58,875	268	106,129	..
Totals ..	142	65,818	324	117,923	..
Increase ..	..	..	..	..	52,105

From which it will be seen that the decrease in 1866 was 9,950 tons. This, however, is no criterion of the trade of the port, as, for instance,

there were 212 river steamers entered last year in excess of the previous year, averaging 50,000 tons less, owing to the withdrawal of some of the large vessels, and the substitution of smaller ones; while an increase of 86 other vessels of 20,000 tons, and 51 of 26,000 tons without cargo, is shown for 1866.

Vessels, other than river steamers, bringing cargo may be classed as follows :—

	British.		Sundry.		American.	
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1865.. ..	44	20,731	34	10,919	5	1,946
1866.. ..	101	33,221	48	17,042	20	2,889
Difference ..	57	12,490	14	6,123	15	943

This increase of 57 English, and 15 American vessels without a corresponding increase in tonnage is accounted for by many of them being tug, or small sailing vessels, towing vessels, or bringing up dock stores, which formerly were not entered in the returns. Most of the sailing vessels are under the Hamburg or Bremen flag.

890,000 taels of duties (say 297,000*l.* ste ling) were collected last year, distributed as follows :—

					Taels.
River steamers	..	..	..	..	530,000
Sailing vessels, British	..	..	..	..	262,000
„ Hamburg	..	..	..	..	46,000
„ other nationalities	..	..	..	..	52,000
Total	..	..	..	..	890,000

The tonnage dues collected during the past year amount to the sum of 21,323 taels. It may be mentioned that the local Government has it in contemplation to apply a portion of them to lighting, buoys, and otherwise improving the navigation of the river.

Imports.

Raw Cotton.—The importation of India cotton, once a great staple of the port, has considerably increased, being at least three times that of the preceding year, 1865, but still far from what it was in 1860; but the price has doubled, for instance, in 1860 India cotton averaged 11 dollars a picul, it now obtains 22. This, of course, is owing to the demand for it in the home markets. The import of native grown cotton was also much larger by 67,600 piculs in 1866, against 34,100 in 1865. Whether the trade will ever resume its former importance depends upon the English market, for as long as it can be laid down there to advantage there it will go.

Cotton Yarn has been stationary at a decline of fully 25 per cent. in value, and holders have been glad to get rid of it on almost any terms.

Grey and White Shirtings.—The importation of these goods shows a decline in grey of 1,400, and in white of 5,800 pieces; but, as before observed, this is no criterion of the trade, as it is impossible to say what quantities pass through the native Custom-houses.

Cotton Piece Goods.—Some improvement in these is manifest, for instance :—

					1865.	1866.
Cottons—						
Figured and plain	..	..	pièces		9,148	15,722
Drills, grey	..	..	”		3,839	5,830
Damask	..	..	”		1,003	686
Printed and fancy	..	..	”		6,193	12,659
T-cloths	..	..	”		29,255	37,591

Woollens.—There is a slight improvement in the importation of these fabrics compared with the previous year, 1865. It cannot be said, however, that the trade is as large as it might naturally be expected. The following comparative table will show the results of the two years :—

					1865.	1866.
Camlets, English	..	..	pièces		3,278	3,918
” Dutch	..	..	”		405	541
Flannels and woollens..	..	..	”		408	375
Habit and medium cloths	..	..	”		3,566	2,763
Lastings	..	..	”		3,352	3,915
Long ells	..	..	”		5,689	4,509
Spanish stripes	..	..	”		5,905	5,988
Woollen and cotton mixtures	..	..	”		1,649	6,589

Ginseng.—The heavy duties levied on this article have driven the trade of refining it from the port. First, it paid an import duty, then, after being clarified, an export duty, and in addition to these, a coast-trade duty of one-half; that is, two duties and one-half. The process is now carried on at Hong Kong, whereby a duty and a half are saved. In the same way quicksilver has left the port and undergoes the refining process at Hong Kong, none being sent here but what is required for local purposes, as the following will show :—

					1865.	1866.
Quicksilver	..	..	piculs		4,091	941
Vermillion to native ports	..	..	”		701	168
” foreign countries	..	..	”		121	51

And in many other instances the mistaken policy of “heavy levies” declares itself.

Opium.—None comes in except for local use. The Return for the past year shows 3,400 chests, whereas about 18,000 is the consumption of the province. The tariff duty of 30 taels per picul is heavy enough, but as it is subjected to other imposts in the interior, such as the Le-kin or war tax, and various other barrier imposts, it becomes a question whether smuggling with all its risks is not cheaper than paying the duties, and the results give the answer. The probability is the greater portion is really not smuggled, but being landed at places on the coast is compounded for at rates lower than the tariff one.

Rice.—Rice, peas, betelnut, and cotton are imported from Hong Kong chiefly in native vessels, which report at the native Custom-house, but hand in manifests of their cargoes to the foreign one. From these, which may be considered rather under than over the mark, it is seen that their imports for the year 1866, were :—

						Piculs.
Rice	..	..	..	..	..	3,287,000
Peas	..	..	..	..	..	224,000
Betelnut	..	..	..	..	..	40,000
Cotton	..	..	..	..	..	20,000

Exports.

Tea.—A decrease in this article of export will be seen by at least 24,000 piculs, but as at the close of the year 14,000 piculs were on the market which will be cleared off with some that may arrive within the next six months, the real export of the season will not be under what it was in that for 1865. Prices generally ruled high, which prevented buyers going into it, and the teamen held out, for they were influenced by the tone of the Foochow market. The preparation of the leaf appears to have been more carefully attended to than that for the Foo-chow and Hankow markets, where probably competition occasioned haste and consequent carelessness in manipulation and firing.

Silk.—The demand for this product was good, and at one period of the season very brisk, but the silkmens held out for long prices and were generally successful in obtaining them. At one time the market was entirely cleared and comparatively little remained on hand towards the close. The following comparative Table for the past three years will show its position.

			1864.	1865.	1866.
Silk, raw and thrown ..	..	piculs	2,859	8,778	9,258
„ wild, raw ..	..	„	3,401	5,043	5,686
„ piece goods ..	..	„	4,149	3,363	3,997
„ ribbons and sashes ..	..	„	793	777	624

Cassia, Fire Crackers, Matting, and Preserves, are articles chiefly exported on American account, and show signs of improvement, but they have not yet recovered their former position, though steadily increasing.

Sugar.—The export to the northern ports also shows an increase, being 130,000 piculs in 1866 against 90,000 in 1865. The trade in this product, however, is very variable, and depends as much upon the rates of freight as anything else.

Arsenic also is largely exported to Tien-tsin, where it is used for agricultural purposes. Not less than 3,000 piculs were sent there during the past year.

The above is a brief review of the trade of the port of Canton for the past year, 1866. It is difficult, however, to find any new subject for observation in a trade which partakes much of the stereotyped nature of the people creating it. In China no change of fashion works, as in other countries, its beneficial effects on manufactures, and by creating new wants creates fresh sources of demand and supply. The dress, the habits, and requirements of the people very but little at all, if any, from what they were a century ago, and any innovation on the established classes of goods would result only in loss to the importer. Coals, minerals, and many other natural products which form such large items in the trade of foreign countries are wanting; and, indeed, the staple articles which make up the trade of the port may be said to be few, if valuable. But, if there is little change to be seen in the market, there is a great one going on in its conduct, for the Chinese have found out they can better and more satisfactorily do their own business themselves than with the aid of foreign intervention. In fact, we have taught them a lesson, and they are profiting by it. From another quarter too danger is to be apprehended. The import trade is rapidly passing into native hands, and the only apparent reason why the export does not follow, appears to be that foreign competition pays them better and without risk. Should that by any unlooked for means cease, then it is not at all improbable we shall see the Chinese

shipping on their own account, and doing business which heretofore was in foreign hands alone. Opium may prove an exception, but otherwise there are strong indications of the general trade of the country forcing a new channel for its development, and the warning previously given "that foreign merchants must look to this" loses none of its importance. The truth is that the foreign community have underrated the capabilities of the Chinese, and overlooked, as has been justly observed, their patient plodding perseverance, their immense industry, and their attention to petty gains, and by doing its business through the agency of compradores or middle-men, have opened a wide door for Chinese enterprize; the result of which is now showing itself in a shape not to be mistaken. Hong Kong and Shanghai bid fair to be the depôts of foreign merchandize where the Chinese merchants purchase goods and take them to the other ports or the interior, and re-sell them at prices with which the foreign merchant cannot compete. They are enabled to do this by their thorough knowledge of the requirements of the market, their being able to work their business at less cost than a foreign firm can, owing chiefly to the absence of compradores or middle-men and their intermediate imposts on everything that passes through their hands, and above all, from their being satisfied with smaller profits. The same remark is applicable to exports, and it requires only the termination of the remunerative competition which at present exists to bring these economic elements into play. Already Chinese merchants are large shareholders in, if not sole owners of, the finest coast and river steamers, and the bulk of the carrying trade may be said to be in their hands.

These remarks are not intended to depreciate foreign enterprize by comparing it with Chinese, for although the latter has undoubtedly made rapid strides during the past few years, still it by no means follows that ultimate extinction awaits the former, or that there is any reason to doubt its capability of contending against its new rival. What is intended merely is to call attention to a grave and important fact, namely, "that the foreign trade in China is in a transition state," and it behoves all interested in it to be alive to that circumstance. What measures it is best to take, those engaged in business will best know, but of one thing they may be morally certain, as long as the foreign merchant is ignorant of the language of the country, he will be at a disadvantage, and commerce must of necessity fall into the hands of compradores, brokers, and middle-men.

(Signed)

D. B. ROBERTSON, *Consul.*

(No. 1.)—RETURN of British Shipping at the Port of Canton, in the Year 1866.

Direct Trade in British Vessels to and from Great Britain and British Colonies.

Countries Arrived from.	ENTERED.				CLEARED.			
	Total Number of Vessels, including River Steamers.		Total Tonnage.		Total Number of Vessels, including River Steamers.		Total Tonnage.	
	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.
Great Britain ..	..	..	..	..	..	..	..	..
Colonies, chiefly Hong Kong ..	546	188	734	180,695	81,151	261,846	11,301	73,528
British India—Rangoon ..	2	..	2	1,007	..	1,007	..	299
			Total.					Total.
			..			..		11,301
			261,846			261,846		232,815
			1,007			1,007		299

CANTON.

Indirect Trade in British Vessels to and from Foreign Ports.

Treaty Ports, China ..	14	..	14	8,097	..	8,097	31	..	31	17,644	..	17,644
Macao ..	..	1	1	..	307	307	12	..	12	6,235	..	6,235
	..	..	..	..	..	..	1	..	1	378	..	378
Total ..	562	189	751	189,799	81,458	271,257	520	227	747	194,845	73,827	268,672

British Consulate, Canton, March 30, 1867.

(Signed)

D. B. ROBERTSON, Consul.

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Canton during the Year 1866.

Nationality of Vessels.	Entered.						Cleared.					
	With Cargo.			In Ballast.			Total.			With Cargo.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
British ..	101	33,221		157	73,355		258	106,576		69	38,459	
Do., River steamers ..	462	156,578		32	8,103		494	164,681		451	156,386	
American ..	20	2,889		22	17,045		42	19,934		8	3,662	
Do., River steamers ..	285	126,430		57	8,158		342	134,588		329	131,089	
Sundry nations ..	48	17,042		99	38,361		147	55,403		94	29,415	
Total ..	916	336,160		367	145,022		1,283	481,182		951	359,011	
										324	117,923	
												476,934

British Consulate, Canton, March 30, 1867.

(Signed) D. B. ROBERTSON, Consul.

(No. 3.)—RETURN of Foreign Shipping at the Port of Canton during the Year ending December 31, 1866.

Nationality of Vessel.	Entered.						Cleared.					
	With Cargo.			In Ballast.			Total.			With Cargo.		
	No.	Tons.		No.	Tons.		No.	Tons.		No.	Tons.	
American ..	20	2,889		22	17,045		42	19,934		8	3,662	
Do., River steamers ..	285	126,430		57	8,158		342	134,588		329	131,089	
Sundry nations ..	48	17,042		99	38,361		147	55,403		94	29,415	
Total ..	353	146,361		178	63,564		531	209,925		431	164,166	
										97	44,096	
												208,262

British Consulate, Canton, March 30, 1867.

(Signed) D. B. ROBERTSON, Consul.

IMPORTS.

CANTON.

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Description of Goods.	Classifier of Quantity.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong.		From America.		From sundry Countries.		Total.	
		Quantities.	Value, Dollars.	Quantities.	Value, Dollars.	Quantities.	Value, Dollars.	Quantities.	Value, Dollars.	Quantities.	Value, Dollars.
Amber	Piculs	...	...	973 03	46,932	...	...	...	...	973 03	46,932
Birds' nests (three qualities)	"	...	...	299 74	162,360	...	...	...	...	299 74	162,360
Campilor barcos, clean	"	...	...	4 08	14,980	...	...	...	...	4 08	14,980
" refuse	"	...	...	6 89	17,676	...	...	...	...	6 89	17,676
Cochineal	"	...	...	89 93	14,389	...	...	...	...	89 93	14,389
Copper, old	"	...	...	554 88	16,646	...	...	...	...	554 88	16,646
Cornelian beads	"	...	...	83 75	20,635	...	...	...	...	83 75	20,635
" stones	"	...	...	6,398 62	31,998	...	...	...	...	6,398 62	31,998
Cotton	Pieces	...	...	150,387 48	3,458,912	...	...	...	...	150,387 48	3,458,912
" native	Piculs	...	...	67,360 59	1,582,974	...	...	...	...	67,360 59	1,582,974
" piece goods, American, drills	"	...	...	5,880	46,640	...	...	...	...	5,880	46,640
" piece goods, shirtings, grey	"	...	...	78,452	294,195	...	...	...	...	78,452	294,195
" shirtings, white	"	...	...	47,160	188,640	...	...	...	...	47,160	188,640
" T-cloth	Piculs	...	...	37,591	131,569	...	...	...	...	37,591	131,569
Cottons—	"	...	...	102	758	...	...	...	...	102	758
Buc moties	"	...	...	690	2,070	...	...	...	...	690	2,070
Cambrics and muslins	"	...	...	12,659	36,711	...	...	...	...	12,659	36,711
Chintzes	"	...	...	686	5,881	...	...	...	...	686	5,881
Damaiks	"	...	...	71	426	...	...	...	...	71	426
Dimities or quiltings	"	...	...	15,732	74,680	...	...	...	...	15,732	74,680
Dyed, figured, and plain	"	...	...	18,696	20,566	...	...	...	...	18,696	20,566
Handkerchiefs	Dozens	...	...	8	1,308	...	...	...	...	8	1,308
Thread	Piculs	...	...	2 32	2,900	...	...	...	...	2 32	2,900
Velveteens	"	...	...	30 32	25,772	...	...	...	...	30 32	25,772
Velvet	"	...	...	12,056 36	783,663	...	...	...	...	12,056 36	783,663
Yarn	Pieces	...	...	630 07	70,807	...	...	...	...	630 07	70,807
Elephants' teeth, whole and broken	Piculs	...	...	161,630	19,396	...	...	...	...	161,630	19,396
Feathers, kingfishers'	"	...	...	1,054 73	210,946	...	...	...	...	1,054 73	210,946
Ginseng, clarified	Piculs	...	...	1,807 24	271,086	...	...	...	...	1,807 24	271,086
" crude	"	...	...	10 98	19,764	...	...	...	...	10 98	19,764
" Japan and Korean, 1st quality	"	...	...	17 14	9,142	...	...	...	...	17 14	9,142
" 2nd	"	...	...	105 39	71,715	...	...	...	...	105 39	71,715
" native...	"	...	...	8,438	23,299	...	...	...	...	8,438	23,299
Glass, window	Square feet	999	2,997	...	...	...	...	...	...	...	...
Guano	Piculs	...	...	2,186 4	87,860	...	...	...	...	2,186 4	87,860
Horns, deers', young	"	...	...	588 95	119,220	...	...	...	...	588 95	119,220
Jade stone	"	...	...	2,099 71	36,272	...	...	...	...	2,099 71	36,272
Medicines	"	...	...	...	...	...	...	...	...	...	...
Metal—	"	...	...	112 35	2,584	...	...	...	...	112 35	2,584
Copper, Japan	"	...	...	...	...	...	...	...	...	...	...
" manufactured, as in sheets, rods, and nails	"	...	...	11 22	308	...	...	...	...	11 22	308
Iron, manufactured, as in sheets, bars, &c.	"	836	2,926	1,399 10	4,652	...	...	...	...	2,165 10	7,578

Description of Goods.	Classifier of Quantity.	From Great Britain and British Possessions, except Hong Kong.		From Hong Kong.		From America.		From sundry Countries.		Total.	
		Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.
Metal—											
Iron wire	Piculs	...	...	1,499 34	11,245	...	...	...	...	1,499 34	11,245
Lead in pigs	"	...	...	24,141 28	150,883	...	...	...	...	24,983 14	156,138
Quicksilver	"	...	5,255	941 08	68,993	...	...	...	...	941 08	68,993
Spelter	"	...	...	2,391 80	13,155	...	...	...	...	2,391 80	13,155
Steel	"	...	...	...	504	...	...	...	...	...	504
Tin	"	...	...	48 73	962	...	...	...	...	48 73	962
Tin plates	"	...	...	827 74	6,828	...	...	...	...	827 74	6,828
Yellow sheathing and nails	"	...	...	603 91	13,890	...	...	...	...	603 91	13,890
Nankeen	"	...	...	8,917 77	713,432	...	...	...	...	8,917 77	713,432
Opium, Malwa	"	...	...	1,711 32	1,438,731	...	...	...	...	1,711 32	1,438,731
Opium, Patna	"	...	...	1,699 98	943,736	...	...	...	...	1,699 98	943,736
Rice, peeled from dupions	"	21,637 68	48,685	4,314 62	8,439	...	...	31,414 32	67,541	57,366 89	124,585
Silk, reeled from dupions	"	...	...	203 76	45,846	...	...	...	...	203 76	45,846
" piece goods	"	...	...	486 13	461,324	...	...	...	...	486 13	461,324
" raw and thrown	"	...	...	66 98	32,980	...	...	...	...	66 98	32,980
Tea, black	"	...	...	765 50	46,810	...	...	...	...	765 50	46,810
" green	"	...	...	2 77	139	...	...	...	...	2 77	139
Timber, hardwood beams	Pieces	...	...	930	13,950	...	...	...	...	2,757	41,355
Treasure in Mexican dollars	"	1,827	27,405	...	5,878,035	...	...	...	...	...	5,878,035
Tobacco, prepared	Piculs	...	...	1,209 02	42,316	...	...	...	...	1,209 02	42,316
Wax, white	"	...	...	625 35	237,633	...	...	...	...	625 35	237,633
Woolens—											
Blankets	Pairs	...	...	2,329	9,898	...	...	...	...	2,329	9,898
Broadcloth	Pieces	...	...	2,763	138,150	...	...	...	...	2,763	138,150
Camlets, Dutch	"	...	...	541	16,280	...	...	...	...	541	16,280
" English	"	...	...	3,918	77,167	...	...	...	...	3,918	77,167
And cotton mixtures	"	...	...	6,589	52,712	...	...	...	...	6,589	52,712
Flannels	"	...	...	359	7,180	...	...	...	...	359	7,180
Lastings	"	...	...	3,915	72,428	...	...	...	...	3,915	72,428
Long ella	"	...	...	4,509	47,845	...	...	...	...	4,509	47,845
Spanish stripes	"	...	...	5,988	116,766	...	...	...	...	5,988	116,766
Unenumerated	"	...	...	16	116,957	...	...	...	...	16	116,957
Miscellaneous	"	...	8,697	...	401,730	...	...	...	190	...	410,017
Total	...	...	95,365	...	18,994,046	...	45,900	...	67,731	...	19,203,042

1865. Total value of Import Trade in sterling at *4s. 5½d.*, about
 1866. *4s. 6½d.*, ²⁹

⁵
 ... 2,838,016
 ... 4,360,691
 ... 1,527,675

²⁹ Increase of Import Trade in 1866

British Consulate, Canton, March 30, 1867.

D. B. ROBERTSON, Consul.

(No. 5).—RETURN showing the Foreign Goods re-exported to Foreign Countries from the Port of Canton in the year 1866.

Description of Goods.	Classifier of Quantity.	Great Britain.		Hong Kong.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Amber	Piculs	...	Dollars.	1 94	Dollars.	1 94	Dollars.
Asafetida	"	...	...	28 31	1,019	28 31	1,019
Betel nut	"	...	...	145 28	494	145 28	494
Bicho de mar, black	"	...	...	29 88	896	29 88	896
Brass buttons, foreign	Gross	...	...	50 0	63	50 0	63
Camphor, baroos, clean	Piculs	...	...	0 85	3,400	0 85	3,400
" " refuse... ..	"	...	...	0 32	640	0 32	640
Cloves	"	...	...	13 4	156	13 4	156
Cochineal	"	...	...	1 16	197	1 16	197
Copper sheathing	"	...	...	13 6	326	13 6	326
Cotton, dyed, figured and plain	Pieces	...	...	50 0	250	50 0	250
Cotton yarn	Piculs	...	...	3 0	210	3 0	210
Dye stuff	"	...	...	2 98	4,032	2 98	4,032
Elastic goods	Dozens	...	...	100 0	165	100 0	165
Elephants' teeth, whole	Piculs	...	...	14 92	2,014	14 92	2,014
Feathers, kingfishers'	Pieces	300 0	36	3,040 0	365	3,340 0	401
Ginseng, crude	Piculs	...	...	20 62	2,887	20 62	2,887
Gold thread, real	"	...	...	0 11	418	0 11	418
Gum, myrrh	"	...	...	41 88	496	41 88	496
Metal, lead in pigs	"	...	...	1,485 80	8,915	1,485 80	8,915
" steel	"	...	...	16 80	101	16 80	101
" needles	Mil.	...	...	740 0	74	740 0	74
Nutmegs	Piculs	...	...	24 17	798	24 17	798
Rattan	"	...	...	36 86	156	36 86	156
Rose maloes	"	...	...	1 85	102	1 85	102
Silk reeled from dupions... ..	"	...	...	15 2	6,008	15 2	6,008
Treasure	...	...	...	...	4,334,703	...	4,334,703
Ultramarine	Piculs	...	...	60 37	1,011	60 37	1,011
Umbrellas, frames	Dozens	...	...	200 0	825	200 0	825
Woollen flannels	Pieces	...	...	20 0	400	20 0	400
Total	...	...	36	...	4,371,244	...	4,371,280

Total, at 4s. 6½d. per dollar, equal to £892,645.

(Signed) D. B. ROBERTSON, Consul.

British Consulate, Canton, March 30, 1867.

Articles Exported.	Classifier of Quantity.	To Great Britain direct.		To Hong Kong.		To America.		To sundry Countries.		Total.	
		Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.
Silk cocoons	Piculs	107 64	8,611	464 20	37,136	...	...	...	...	571 84	45,747
" and cotton mixtures	"	...	...	86 22	25,866	...	...	...	...	86 22	25,866
" floss, Canton	"	...	...	21 59	10,795	...	...	...	...	21 59	10,795
" other provinces	"	...	...	19 32	10,626	...	...	...	...	19 32	10,626
" piece goods	"	26 52	21 216	3,924 65	3,579,720	124 97	99,983	3,870 14	2,700,919	3,870 14	2,700,919
" raw and thrown	"	78 40	43,190	8,768 10	4,833,006	411 74	226,457	9,258 24	5,102,583	9,258 24	5,102,583
" refuse	"	665 75	56,589	958 14	81,432	...	...	1,623 99	133,031	1,623 99	133,031
" ribbons and sashes	"	1 32	390	89 96	67,470	...	...	91 28	68,460	91 28	68,460
" tassels	"	0 06	462	21 10	14,770	...	...	21 76	15,232	21 76	15,232
" wild, raw	"	...	...	163 20	114,340	...	...	...	114,340	163 20	114,340
" thread	"	...	...	5,631 18	568,118	...	...	...	568,118	5,631 18	568,118
" silver ware	"	...	...	27 16	73,332	...	...	...	73,332	27 16	73,332
" St. gat, brown	"	...	...	2,590 8	11,267	...	...	...	11,267	2,590 8	11,267
" candy	"	...	...	11,603 26	139,239	...	...	...	139,239	11,603 26	139,239
" Tea, black	"	59,138 30	2,010,702	10,311 58	347,194	5,130 70	174,444	...	10,788	74,796 40	2,543,078
" green	"	5,161 98	206,479	3,002 44	130,098	1,018 99	40,759	...	4,474	9,995 25	371,810
" dust	"	5,532 18	35,852	59 92	316	...	...	...	...	3,592 10	36,168
" stalks	"	1,556 29	18,016	...	...	...	...	...	...	1,586 29	18,016
Tobacco, prepared	Pieces	...	...	488 9	21,476	...	...	...	...	488 9	21,476
Umbrellas, silk	"	...	...	31,332	54,831	...	...	...	...	31,332	54,831
Wood ware	Piculs	160 32	4,008	1,296 62	32,416	423 95	10,574	...	261	1,890 37	47,339
Miscellaneous	"	...	8,280	...	4,497,467	...	11,338	...	1,204	...	4,816,289
Total	...	...	2,789,924	...	14,751,929	...	1,566,592	...	61,238	...	19,119,683

1865. Total value of Export Trade in sterling, at 4s. 5½d. (about) £ 3,181,958
 1866. Ditto ditto 4s. 6½d. (about) £ 3,357,421
 Increase of Export Trade in 1866 ... 225,465

British Consulate, Canton, March 30, 1867. (Signed) D. B. ROBERTSON, Consul.

(No. 7.)—RETURN of Native Produce imported into Canton from Chinese Ports.

Description of Goods.	Quantity	Shanghai.		Amoy.		Ningpo.		Tien-tsin.		Che-foo.		Newchwang.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Piculs	Piculs		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.		Dollars.
Alum ...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Cotton ...	...	199 20	4,781	...	...	3,207 50	6,094	...	...	...	...	...	...	8,207 50	6,094
Ginseng ...	...	6 45	4,515	...	...	...	...	...	...	...	...	...	...	250 20	5,929
Hats, felt ...	...	...	...	...	...	...	...	...	...	...	...	...	...	9 20	5,615
Horns, deer, old ...	...	...	...	...	...	...	...	...	...	...	...	...	...	39,988 0	9,997
Medicines ...	...	1,186 0	46,720	...	...	...	...	...	...	...	...	...	...	8 10	158
Neutreen ...	...	305 43	4,699	...	...	653 68	10,088	...	...	...	...	...	...	1,253 0	50,120
Peas ...	...	5,321 59	425,727	...	...	57 0	4,560	...	...	...	...	...	...	1,113 50	20,375
Perismons, dried ...	...	25 43	64	...	...	...	...	...	...	...	...	...	...	5,378 59	430,287
Rice ...	...	...	...	...	...	...	...	...	...	...	...	...	...	17,808 96	44,523
Sanshoo ...	...	...	...	4,314 69	9,924	...	...	...	...	...	...	...	...	1,180 56	7,083
Silk piece goods ...	...	107 27	101,907	...	...	1,341 85	9,393	...	...	...	...	...	...	4,314 69	9,924
Skins for clothing ...	...	22 62	11,310	...	...	25 14	23,883	...	...	...	...	...	...	1,341 85	9,393
Miscellaneous ...	...	...	...	...	...	...	...	...	...	...	...	...	...	132 41	125,790
Total ...	...	...	620,463	...	9,924	...	5,619	...	64,539	...	1,630	...	1,148	12,689 0	11,310
		...	...	...	...	...	...	...	10,825	...	...	...	...	...	64,539
		...	...	...	...	...	59,587	...	90,854	...	36,430	...	27,836	...	39,957
		...	...	...	...	...	...	...	...	...	...	...	...	...	841,694

Total, at 4s. 6½d. per dollar, equal to 190,988½ 8s. 7d.

British Consulate, Canton, March 30, 1867.

(Signed)

D. B. ROBERTSON, Consul.

Description of Goods.	Classifier of Quantity.	Shanghai.		Hankow.		Kiu-kiang.		Ningpo.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Arsenic	Piculs	144 12	Dollars. 1,297		Dollars.		Dollars.	
Birds' nests, 1st quality	"	0 35	875	5 96	14,900	0 12	825	0 33
Brass buttons	"	824 69	74,222	69 12	6,221	0 46	252 76	22,748
" ware	"	73 65	2,946	41 92	1,677		13 72	549
Caps, silk	Pieces	"	"	20	7			
Cinnamon	Piculs	65 2	2,276	81 82	2,864	0 24	8	10 3
Fans of all kinds	Pieces	721,499	10,070	163,712	10,334	3,180	247	2,238,610
Flowers, dried	Piculs	"	"	16 53	244			5 21
Ginseng, reclarified	"	135 73	21,717	50 13	8,021			29 3
Glassware	"	839 11	50,347	136 38	8,183			261 64
Glue	"	1,950 25	20,478	175 66	1,844			253 74
Grass cloth, coarse	"	55 71	6,128	2 92	321			
" fine	"	9 63	2,985	0 5	16			22 10
Indigo, dried	"	939 62	26,309	151 70	4,248			211 88
" liquid	"	1,072 90	6,974					
Ivory ware	"	22 83	13,698	0 38	228			15 5
Lead, white	"	186 30	1,304	36 0	252			537 12
" yellow	"	865 52	6,924	339 48	2,716			430 57
Leather	"	15 63	281					224 88
Lichees, dried	"	3,334 64	18,341	195 12	1,073			2,769 12
Lungngans, dried	"	2,653 0	17,245	486 16	3,160			15,230
" pulp	"	243 69	4,874	210 3	4,201			4,955 54
Medicine	"	623 86	15,479	202 22	11,115			150 6
Mirrors with frames	Pieces	163,196	7,827	36,540	1,629	15	2	243 30
Opium, prepared	Piculs	1 2	1,360	2 54	3,395			138,359
Paper, 1st quality	"	348 69	8,717	190 11	4,753			75 13
Plums, black	"	"	"	"	"			"

Return of Native Produce exported from Canton to Native Ports—continued.

Description of Goods.	Classifier of Quantity.	Shanghai.		Hankow.		Kiu-kiang.		Ningpo.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rouge ..	Piculs ..	42 42	Dollars. 1,716	3 45	Dollars. 141	..	Dollars. ..	..	Dollars. ..
Sharks' fins, white ..	" ..	352 98	21,179	61 63	3,698	1 10	.. 66	7 5	423
Shoes ..	Pairs ..	2,103	1,577	343	257	..	..	2,196	1,647
Silk and cotton mixtures ..	Piculs ..	..	..	1 9	327	..	..	..	..
Silk—									
Floss, other provinces ..	" ..	..	..	..	..	..	..	..	..
Piece goods ..	" ..	27 19	21,752	46 40	37,120	..	..	20 43	16,344
Ribbons ..	" ..	162 62	121,965	39 23	29,423	..	..	3 24	2,430
Tassels ..	" ..	1 11	722	..	..	..	..	..	..
Thread ..	" ..	..	..	..	..	..	..	..	..
Sugar—									
Brown ..	" ..	5,221 45	22,713	23,376 40	101,687	498 37	2,168	..	..
Candy ..	" ..	132 66	1,592	1,192 4	14,304	..	..	..	..
White ..	" ..	4,996 83	39,975	14,305 55	114,444	..	..	..	..
Tinfol ..	" ..	156 31	5,940	25 67	975	..	..	19 29	738
Tobacco, prepared ..	" ..	166 65	7,333	5 18	228	..	..	2,728 36	120,048
Vermilion ..	" ..	24 0	1,536	22 50	1,440	..	..	..	..
Wood ware ..	" ..	326 78	8,170	122 59	3,065	..	..	81 52	2,038
Miscellaneous ..	" ..	..	59,343	..	35,794	..	49	..	31,312
Total ..	..	..	638,187	..	434,305	..	2,881	..	375,120

Return of Native Produce exported from Canton to Native Ports--continued.

Description of Goods.	Classifier of Quantity.	Swatow.		Tien-tsin.		Che-foo.		Newchwang.		Total.	
		Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.
Arsenic ..	Piculs	..	..	2,280 22	20,522	522 90	4,706	..	..	2,947 24	26,525
Birds' nests, 1st quality ..	"	..	..	1 22	3,050	0 8	200	..	..	8 6	20,150
Brass buttons ..	"	..	..	2,175 17	195,765	304 73	27,426	123 12	11,081	3,750 5	337,504
" ware ..	"	..	..	514 94	20,598	77 68	3,107	3 44	138	725 35	29,015
Caps, silk ..	Pieces	..	..	12,154	4,254	17,380	6,083	..	..	29,554	10,344
Cinnamon ..	Piculs	..	..	88 20	3,087	44 89	1,571	..	..	290 20	10,157
Fans of all kinds ..	Pieces	..	..	1,998,554	66,479	541,075	33,061	6,890	482	5,673,820	174,173
Flowers, dried ..	Piculs	..	..	1,381 60	10,292	11 97	60	..	..	1,415 31	10,659
Ginseng, reclarified ..	"	..	..	13 95	2,232	12 20	1,952	..	..	241 4	38,567
Glassware ..	"	..	..	416 74	25,004	225 50	13,530	..	..	1,879 37	112,762
Glue ..	"	..	..	..	..	..	..	..	..	2,379 65	24,986
Grass cloth, coarse ..	"	..	..	..	..	..	..	..	..	746 15	82,077
" fine ..	"	..	..	566 7	62,268	121 45	13,360	..	..	232 62	72,112
Indigo, dried ..	"	..	..	173 95	53,924	26 89	8,336	..	..	2,403 92	67,311
" liquid ..	"	..	..	787 6	22,038	294 13	8,236	19 53	547	1,072 90	6,974
Ivory ware ..	"	..	..	3 95	2,370	..	..	..	..	42 21	25,326
Lead, white ..	"	..	..	1,746 53	12,226	185 77	1,300	..	..	2,691 72	18,842
" yellow ..	"	..	..	778 37	6,227	269 20	2,154	93 60	749	2,776 74	22,214
Leather ..	"	..	..	..	..	378 21	6,808	..	..	618 72	11,137
Lichees, dried ..	"	..	..	827 37	4,551	302 40	1,663	156 60	861	7,585 25	41,719
Lungngans, dried ..	"	..	..	721 24	4,688	..	..	..	..	8,815 94	57,304
" pulp ..	"	..	..	28 82	576	..	..	..	..	632 60	12,652
Medicines ..	"	..	..	2,299 21	29,603	106 57	5,386	..	..	3,475 16	69,428
Mirrors with frames ..	Pieces	..	..	43,920	3,180	44,717	1,952	8,750	753	435,497	21,214
Opium, prepared ..	Piculs	..	..	47 38	63,151	20 7	26,765	1 0	1,333	72 1	96,004
Paper, 1st quality ..	"	..	..	3,047 98	76,200	1,830 39	45,760	303 12	7,578	5,795 42	144,886
Phams, black ..	"	..	..	1,307 68	11,897	132 35	1,082	..	..	1,440 3	12,979

Return of Native Produce exported from Canton to Native Ports—continued.

Description of Goods.	Classifier of Quantity.	Swatow.		Tien-tsin.		Che-foo.		Newchwang.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Rouge ..	Piculs	..	Dollars.	283 61	Dollars.	79 46	Dollars.	..	Dollars.	408 94	Dollars.
Sharks' fins, white	"	..	..	32 45	12,389	1 41	3,445	1 11	.. 67	457 73	17,691
Shoes ..	Pairs	..	..	6,867	1,947	2,801	84	..	..	14,310	27,464
Silk and cotton mixtures ..	Piculs	..	..	45 29	5,150	7 58	2,101	..	..	53 96	10,732
Silk—		..	..		13,587		2,274	..	..		16,188
Floss, other provinces..	"	..	..	53 1	29,156	9 63	5,296	..	..	62 64	34,452
Piece goods..	"	..	..	419 94	335,952	103 17	82,536	4 17	3,336	621 30	497,040
Ribbons ..	"	..	..	294 60	220,950	42 78	32,085	10 57	7,928	553 4	414,781
Tassels ..	"	..	..	62 67	40,735	10 68	6,942	..	..	74 46	48,099
Thread ..	"	..	..	15 81	11,067	9 60	6,720	..	..	25 41	17,787
Sugar—		..	..								
Brown ..	"	..	..	25,108 81	109,223	7,704 53	33,515	3,118 28	13,565	65,027 84	282,871
Candy ..	"	..	..	8,249 85	98,998	290 68	3,488	..	..	9,865 23	118,382
White ..	"	..	..	22,397 25	179,178	58 90	471	..	..	41,758 53	334,068
Tinfol ..	"	..	..	368 96	14,020	41 30	1,569	..	..	611 53	23,237
Tobacco, prepared ..	"	1 85	81	4,788 12	210,677	123 72	5,444	..	..	7,813 88	343,811
Vermilion ..	"	..	..	105 20	6,733	16 55	1,059	..	..	168 25	10,768
Wood ware ..	"	..	..	743 92	18,598	38 37	959	..	..	1,313 18	32,880
Miscellaneous ..	"	..	348	..	113,952	..	19,124	..	198	..	260,120
Total ..	..	..	429	..	2,126,494	..	421,610	..	48,616	..	4,047,642

Total, at 4s. 6½d. per dollar, equal to £919,152 0s. 9d.

British Consulate, Canton, March 30, 867½

(Signed)

D. B. ROBERTSON, Consul.

Coast Trade.

(No. 9.)—SUMMARY showing the Value of Goods re-exported from Canton in the Year 1866.

	Dollars.
Native produce re-exported to foreign ports	84,326
Do. Do. to Chinese ports	24,811
	109,137
Foreign goods re-exported to Chinese ports	101,668

(Signed) D. B. ROBERTSON, *Consul.*
British Consulate, Canton, March 30, 1867.

(No. 10.)—COMPARATIVE STATEMENT of some of the Principal Articles of Import for the Years 1861 to 1866 inclusive.

	Classifier of Quantity.	1861.		1862.		1863.		1864.		1865.		1866.	
		Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.
Amber	...	8,539	33	47,331	148	718,500	35,900	41,484	139	47,769	48,000	38,202	273
Birds' nests, 1st quality	...	20,400	8	20,383	9	26,790	10	26,790	11	27,950	34,120	24,102	6
" 2nd	...	73,400	65	151,762	108	106,105	72	106,105	52	77,580	13,805	104,175	84
" 3rd	...	95,500	347	26,000	308	31,226	228	21,100	249	23,620	3,839	20,940	209
Cochineal	...	45,300	357	31,226	269	...	...	46,947	295	26,828	3,839	9,954	90
Cotton—	...	...	...	...	...	...	...	...	...	...	...	...	...
Bombay	...	3,105,900	272,106	718,500	35,900	10,022	488	10,022	...	1,152,015	48,000	1,152,015	150,387
Native	...	105,268	7,834	956,600	46,600	543,054	25,480	543,054	13,680	85,347	34,120	85,347	67,611
Yarn	...	988,491	30,334	1,016,700	20,334	1,106,200	14,800	1,106,200	9,502	1,037,310	13,805	1,037,310	13,805
Dyed, figured, and plain	...	59,160	21,627	73,532	10,800	85,392	14,587	73,532	14,457	65,057	9,145	65,057	13,723
Drills, grey	...	156,600	30,965	162,566	2,196	153,91	3,667	153,91	4,652	29,443	3,839	29,443	5,830
Damasks	...	30,897	3,667	22,000	3,000	22,100	746	22,100	746	6,155	1,003	6,155	5,831
Handkerchiefs	...	28,356	28,071	35,071	35,786	35,786	29,734	35,786	29,734	27,084	27,084	27,084	18,696
Printed and fancy	...	68,000	11,382	23,902	15,819	41,048	20,242	41,048	6,980	20,242	6,193	20,242	13,659
Shirting, grey	...	888,638	133,529	480,705	48,839	195,433	44,216	195,433	44,216	231,080	79,868	231,080	79,868
Shirting, white	...	198,834	49,785	154,343	44,695	192,876	42,376	192,876	42,376	201,288	59,933	201,288	59,933
T-cloth, 24 yards	...	148,613	38,300	107,600	25,802	76,623	25,802	76,623	32,852	81,173	29,255	81,173	37,591
" 36 "	...	9,200	8,739	10,453	6,025	21,262	...	21,262	...	...	...	...	...
Ginseng, American	...	379,100	8,443	382,265	2,647	355,788	2,647	355,788	3,343	461,841	3,793	461,841	3,793
Metals, lead	...	266,106	26,634	235,730	60,655	468,270	60,655	468,270	54,853	337,343	29,857	337,343	29,857
" nail rod and bar iron	...	135,641	43,254	139,765	23,991	84,321	24,024	84,321	24,024	54,055	15,854	49,147	2,165
" quicksilver	...	270,768	3,336	207,876	4,054	269,937	11,735	269,937	3,786	261,236	4,092	270,060	941
Nankeens	...	702,740	7,447	555,591	1,774	923,271	8,824	923,271	8,824	705,893	9,460	851,445	1,444
Opium, Malwa	...	538,795	1,668	1,213,979	1,774	1,193,655	1,180	1,193,655	1,180	773,063	1,336	1,007,921	1,711
" Patna	...	383,341	2,244	1,437,198	2,035	1,096,579	1,310	1,096,579	1,310	550,803	1,041	397,321	1,700
Peas	...	57,916	81,207	202,321	50,217	156,293	63,533	156,293	153,206	199,327	67,020	199,327	17,809
Rice	...	1,533,300	53,800	108,559	29,318	49,459	588	49,459	71,199	163,027	63,198	163,027	61,680
Sandalwood	...	103,872	7,917	70,725	7,455	65,243	172	65,243	172	58,174	33	58,174	33
Silk, raw	...	1,132	54	16,321	85	63,243	172	63,243	172	58,174	33	58,174	33
" piece goods	...	744,748	488	439,227	488	449,816	363	449,816	363	331,850	548	331,850	618
Woolen manufactures—	...	...	...	...	...	...	...	...	...	...	...	...	...
Closets, English	...	81,157	3,193	57,474	4,331	83,593	3,193	83,593	3,193	57,767	3,278	72,116	3,918
Closets, Dutch	...	17,700	610	17,060	697	19,661	93	19,661	93	2,604	405	12,150	541
Flannels and woollens	...	2,036	373	6,000	7,094	7,094	147	7,094	147	3,087	4,48	8,568	375
Habit and medium cloths	...	46,478	566	24,594	1,496	66,014	1,568	66,014	1,568	196,130	3,666	196,130	9,763
Lastings	...	74,784	3,541	56,256	4,641	74,785	4,050	68,850	3,952	67,040	2,915	138,150	2,915
Long ellis	...	18,466	8,860	176,927	11,863	106,143	6,724	106,143	6,724	58,812	5,689	67,040	72,428
Spanish stripes	...	132,923	9,217	176,927	11,863	141,333	6,793	141,333	6,793	152,274	5,905	152,274	5,905
Woolen and cotton mixtures	...	37,369	8,769	54,652	5,769	39,512	14,530	39,512	14,530	16,490	6,589	16,490	6,589
Wool	...	16,796	429	5,583	415	5,681	1,180	5,681	1,180	16,516	277	16,516	277

N.B.—The above statement includes Imports both from foreign countries and from native ports.

British Consulate, Canton, March 30, 1867.

(Signed)

D. B. ROBERTSON, Consul.

(No. 11.)—COMPARATIVE STATEMENT of some of the Principal Articles of Export, for the Years 1861 to 1866 inclusive.

	Classifier of Quantity.	1861.		1862.		1863.		1864.		1865.		1866.	
		Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.	Dollars.	Piculs.
Brass buttons .	...	1,413	...	104,000	...	78,800	...	184,371	...	3,990	...	359,130	...
Cassia lignea .	...	3,505	...	57,620	...	875	...	8,374	...	28,514	...	388,776	...
China-ware .	...	1,138	...	39,450	...	7,683	...	189,176	...	98,872	...	388,776	...
Crackers, fireworks	...	6,920	...	77,433	...	9,042	...	49,000	...	9,209	...	88,365	...
Glass cloth .	...	164	...	25,300	...	13,285	...	43,014	...	20,304	...	203,044	...
Indigo, dry .	...	846	...	20,860	...	385	...	63,200	...	337	...	87,600	...
Ivoryware .	...	48	...	27,300	...	3,802	...	85,800	...	2,535	...	66,715	...
Laquered ware	...	607	...	39,700	...	84	...	58,600	...	147	...	92,099	...
Mating .	...	23,906	...	111,100	...	600	...	24,000	...	751	...	30,050	...
Musk .	...	5	...	37,531	...	181,592	...	113,400	...	59,730	...	313,581	...
Preserves	...	5,785	...	60,500	...	65,775	...	61,160	...	83	...	33,250	...
Rhubarb .	...	1,347	...	39,300	...	52,200	...	47,800	...	6,308	...	75,448	...
Silk, raw and thrown	...	3,222	...	1,380,374	...	14,600	...	8,700	...	320	...	25,566	...
" wild, raw .	...	4,617	...	408,060	...	2,553,400	...	2,415,700	...	8,778	...	4,389,105	...
" piece goods	...	2,348	...	1,486,600	...	6,091	...	3,777,600	...	5,043	...	504,278	...
" ribbons and sashes	...	288	...	192,900	...	3,337	...	3,496,500	...	3,363	...	2,720,048	...
" and cotton mixtures	...	200	...	47,400	...	275,300	...	300,800	...	777	...	544,369	...
Sugar .	...	44,000	...	283,000	...	61,500	...	42,500	...	130	...	39,138	...
Tea, black	...	247,000	...	7789,000	...	295,000	...	260,000	...	90,391	...	637,669	...
" green	...	49,000	...	2,040,000	...	3,376,000	...	4,131,000	...	90,097	...	3,057,687	...
Vermilion	...	1,400	...	93,000	...	47,000	...	1,545,000	...	18,331	...	977,003	...
	...		...		...	1,100	...	63,800	...	832	...	52,608	...
	...		...		...	960	...		...		...	230	...

N.B.—The above statement includes Exports both to foreign countries and to native ports.

British Consulate, Canton, March 30, 1867.

(Signed) D. B. ROBERTSON, Consul.

No. 10.

Consul Mongan to Mr. Hammond.

Sir,

Tien-tsin, April 17, 1867.

I HAVE the honour to inclose the duplicate of my Report upon the Trade of Tien-tsin for the year 1866.

The Customs Returns, referred to in the Report—the office copy of which was kindly lent to me last month by Mr. Commissioner Dick—are now being printed at Shanghai, and as soon as the printed copies arrive at Tien-tsin, I shall forward one to the Foreign Office.

I have, &c.

(Signed) J. MONGAN.

Inclosure in No. 10.

Report on the Trade of the Consular District of Tien-tsin for the year 1866.

I PURPOSE in this Report to analyze, in the first place, with special reference to British interests, the shipping and trade statistics as given in the Custom-house Returns; secondly, to state, with a view to their reduction or removal, some of the chief impediments to the development of foreign trade at this port; and, thirdly, to make some remarks upon the present position and future prospects of British merchants at Tien-tsin.

1. Analysis of the Shipping and Trade Statistics.

Having first examined the Shipping Returns, so as to follow the order prescribed by the Consular instructions, it will be necessary in the next place, in order to that an adequate estimate may be formed of the magnitude and character of the Tien-tsin trade, to analyze its statistics according to two distinct principles of division, considering it first, under what may be called its proper subject matters, as divided into imports and exports, and, secondly, in accordance with its mode of distribution, as divided into foreign, coast, and transit trade.

(a.) Shipping.

301 vessels entered the Port of Tien-tsin in 1866, and 296 of these cleared at the Custom-house, but only 291 actually left the port, the remaining 10 having been unable to get out of the river before the setting in of the ice.

The following Table shows the increase which the Returns display in the number and tonnage of all classes of foreign vessels that entered and cleared during 1866 as compared with 1865.

TABLE NO. I.

	1865.		1866.		Increase in 1866.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British	102	37,128	113	44,293	11	7,165
American	9	2,612	20	7,743	11	5,131
Sundry	98	20,309	163	37,223	65	16,914
Totals	209	60,049	296	89,259	87	29,210

It will be seen from the above that, whilst the vessels classed as sundry, show the greatest actual increase, and the American vessels the greatest proportional increase in number and tonnage, the tonnage of the 113 British vessels in 1866 was, nevertheless, very nearly equal to that of the 183 other vessels which entered and cleared during the year. In the early part of the season, indeed, a number of British vessels of considerable tonnage, many of them well known as traders between England and China, arrived here in ballast and left with cargoes of cotton for the Southern Chinese markets. Unfortunately, these vessels were compelled from their draught of water to anchor outside the bar, but the possibility of enabling such ships to reach the inner anchorage at Taku is well worth considering, and I shall call attention to the subject in the second part of this Report to which, under the arrangement that I have adopted, it more appropriately belongs.

Amongst the vessels just referred to may be named the following, viz.:—

The British ships “Sir W. F. Williams” of 897 tons; “Lansdowne,” 715 tons; “Naomi,” 709 tons; “Monarchy,” 701 tons; and “Inin,” 628 tons.

If the great consumption of British cotton and woollen goods at Tientsin could be supplied direct from England in vessels such as these, not only would a powerful impetus be given to the local prosperity of the British merchant at this port, but a benefit similar in kind, though not in degree, would be conferred also upon the manufacturer in England.

Meanwhile, the sailing vessels which frequent this port are for the most part continental vessels of light draught and small tonnage employed in the coasting trade with Southern China and carrying native produce. The trade in foreign produce is carried on almost exclusively by steamers, and the lion's share of its value has fallen to those that are under the British flag, as may be deduced from Table No. 2, which shows the total amount of duties and tonnage dues received by the Chinese Customs from foreign shipping in 1865 and 1866:—

TABLE No. 2.

			1865.	1866.	Increase in 1866.
			Duties and Tonnage Dues.	Duties and Tonnage Dues.	Duties and Tonnage Dues.
			Haikwan Taels.	Haikwan Taels.	Haikwan Taels.
From British vessels	..	..	288,931,092	394,652,703	106,521,611
American	..	..	5,720,538	36,564,017	30,843,479
Sundry	..	..	64,171,530	110,118,917	45,947,387
Totals	..	..	358,023,160	541,335,637	183,312,477

Thus, taking 6s. 8d. as the equivalent of the Haikwan tael, the total amount of duties and tonnage dues received in 1865 was 119,341l. 1s., and, in 1866, 180,445l. 4s. 2d., showing an increase in the latter year of 61,104l. 3s. 2d.

The above Table, moreover, not only shows the increasing value of the trade to the Chinese Government, but, by taking it in connection with Table No. 1, and comparing the amount of duties paid by the 113 British vessels in 1866 with the aggregate amount paid by the 183 other vessels during the same year, one may see at once that the trade carried on under

the British flag is by far the the most important branch of the Tien-tsin trade.

Looking generally, indeed, to the number and tonnage of the shipping employed in the trade, and to the amount of dues and duties collected each year since 1863, a steady annual increase in all three respects is shown by the Trade Returns, which give the results set forth in the two following condensed Tables:—

TABLE No. 3.

						Vessels.	Tonnage.
1863	..	..	..	..	..	134	36,276
1864	..	..	..	..	..	185	45,968
1865	..	..	..	..	..	209	60,049
1866	..	..	..	..	..	296	89,259

TABLE No. 4.

1863.			1864.			1865.			1866.		
Dues and Duties.			Dues and Duties.			Dues and Duties.			Dues and Duties.		
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
54,560	8	7	70,283	4	2	119,341	1	0	180,445	4	2

I have said that the trade in foreign produce is carried on almost exclusively by steamers, and that it would be a great benefit to Tien-tsin if British cottons and woollens were shipped here direct from England instead of being imported viâ Shanghai.

If the excess of the charges for freight and insurance per bale from England to Tien-tsin over the same charges from England to Shanghai be less than the cost of the conveyance per bale from Shanghai to Tien-tsin, then it is clear that cottons can be laid down cheaper at Tien-tsin, if shipped direct, than if sent viâ Shanghai; and it is also evident that the home manufacturer would benefit by the increased consumption induced by the cheaper price for which the goods could be profitably sold.

What the excess of the above-mentioned charges from England to Tien-tsin might be I have no means of ascertaining; but the cost of conveyance per bale from Shanghai to Tien-tsin may be approximately estimated by stating what such cost was upon an actual consignment last year, and enumerating the charges which generally go to make up the cost of conveyance. These charges are, boat and coolie hire at Shanghai, which is about 3 mace (or 1s. 9d.) per bale for shipping or discharging, godown rent, fire insurance, marine insurance, and freight; on a consignment of grey shirtings to a Tien-tsin house last year they amounted to more than 5 taels, or, at a very moderate computation, 30s. per bale, whilst this consignment was received when the freight charged by steamers was below the average yearly rate.

To show what a heavy item the steamer freight from Shanghai to Tien-tsin, is in the cost of conveyance of British manufactures to the latter port by way of the former, I give a list of the average monthly rates of freight per ton of 40 cubic feet, charged by the steamers from Shanghai to Tien-tsin during last season. These rates were as follows, calculating the Shanghai tael at 6s. 3d.:—

1866.				Per Ton.			
				Taels.	£	s.	d.
March	..	..	..	13·00	=	4	1 3
April	..	..	..	10·00	=	3	2 6
May	..	..	..	8·50	=	2	13 1½
June	..	..	..	8·50	=	2	13 1½
July	..	..	..	8·00	=	2	10 0
August	..	..	..	8·00	=	2	10 0
September	..	..	..	8·00	=	2	10 0
October	..	..	..	9·00	=	2	16 3
November	..	..	..	14·00	=	4	7 6
December	..	..	..	20·00	=	6	5 0

Such being the character of the charges incurred under the system of indirect shipments, it may safely be presumed, I think, that British cottons and woollens could be laid down cheaper at Tien-tsin under a system of direct shipments, and that an increased demand would be the consequence, which would benefit both the producer in England and the consumer in China, as well as the British merchants at Tien-tsin, to whom, instead of to the Chinese merchants, the consignments would in all probability be made.

The Chinese authorities undertook last year to buoy the channel across the bar; and they are also about to erect a tide-pole and signal staff at the mouth of the river, to be placed under the charge of an European, whose sole duty it will be to notify by signals to vessels in the outer anchorage the varying depth of water on the bar, which he can ascertain at any moment by looking at the tide-pole. This arrangement is simple, and will prove, I think, very useful.

(b.) Imports and Exports.

Imports.—A comparison of the Returns for 1866 with those of the three preceding years not only proves beyond dispute the rapid and satisfactory development of the import trade generally during that period, but confirms also the statement which I made in my last year's Report, that Tien-tsin was a market of great and increasing importance for the manufactures and produce of Great Britain and her dependencies. For whilst, taking 1863 as the starting point, these Returns show that the total value of the import trade has steadily and annually increased since that year; they exhibit, also, a corresponding yearly increase in the combined values of cotton piece goods, woollens, and opium, the three imports with which the interests of British commerce at this port are chiefly identified, and prove that the value of these three imports which, during 1863 and 1864, bore a high proportion to the aggregate value of all the other imports, exceeded that aggregate value in 1865 by more than 500,000*l.*, and, in 1866, by more than 1,000,000*l.* sterling.

Thus, from 1863 to 1866 inclusive, the total value of the imports, excluding treasure, was as follows, viz. :—

TABLE No. 5.

				£	s.	d.
In 1863	..	..	..	1,987,154	11	8
„ 1864	..	..	..	2,421,050	6	0
„ 1865	..	..	..	3,689,938	7	8
And in 1866	..	..	..	5,251,428	1	0

Showing a yearly increase—

			£	s.	d.
In 1864, as compared with 1863, of	..	..	433,895	14	4
„ 1865 „ „ 1864 „	..	..	1,208,888	1	8
And in 1866 „ „ 1865 „	..	..	1,561,489	13	4

The rapid and satisfactory development of the import trade generally for the last four years being made apparent by the above figures, it is still necessary to show that the chief constituents of value in that trade during the same period were cotton piece goods and woollens manufactured in Great Britain, and opium produced in British India, in order to prove the proposition already stated, that, as far as British interests are concerned, Tien-tsin is a market of great and increasing importance.

Interrogated now as to the quantities and value of the cotton piece goods, woollens and opium imported from 1863 to 1866, the Returns give the results set forth in the three following Tables.

In constructing these Tables 6s. 4d. has been taken in all as the equivalent of the Tien-tsin tael, and fractions have been rejected throughout—

1. As to opium. Excluding all such kinds as are not produced in British India, as well as the small quantity that appears in the Returns as “prepared opium,” inasmuch as its producing country cannot be ascertained with certainty, the quantities and values were:—

TABLE No. 6.

	lbs.	Tien-tsin taels.	£	s.	d.
In 1863	482,306	2,170,380	687,287	0	0
1864	367,696	1,524,760	482,840	13	4
1865	724,257	3,270,773	1,035,744	15	8
1866	1,171,657	5,537,252	1,753,463	2	8

2. As to cotton piece goods. Including only such as were manufactured in Great Britain, the quantities and values were:—

TABLE No. 7.

	Pieces.	Tien-tsin taels.	£	s.	d.
In 1863	136,576	531,698	163,371	0	8
1864	331,552	1,255,281	397,505	13	0
1865	850,831	2,753,937	872,080	1	0
1866	1,372,752	3,730,539	1,181,337	7	0

3. As to woollens. Taking into account, also, such only as were of British manufacture, and including amongst these woollen and cotton mixtures, the quantities and values were:—

TABLE No. 8.

	Pieces.	Tien-tsin taels.	£	s.	d.
In 1863	10,648	116,682	36,949	6	0
1864	28,129	303,081	95,975	13	0
1865	72,118	653,838	207,048	14	0
1866	101,603	862,924	273,259	5	4

Estimated in the above way, the three products just referred to may be classed as British imports: and taking now the sum total of their values for each of the four years from 1863 to 1866 (which may be calculated from Tables 6, 7, and 8) and comparing it with the total value of the import trade for each successive year during the same period (as given in Table No. 5), the following results will be obtained:—

	£	s.	d.
In 1863 the total value of the imports being ..	1,987,154	11	8
the value of the British imports was ..	892,607	6	8
and the value of all other imports ..	1,094,547	5	0
In 1864 the total value of the imports being ..	2,421,050	6	0
the value of the British imports was ..	976,221	19	4
and the value of all other imports ..	1,444,728	6	8
In 1865 the total value of the imports being ..	3,689,938	7	8
the value of the British imports was ..	2,114,873	10	8
and the value of all other imports ..	1,575,064	17	0
In 1866 the total value of the imports being ..	5,251,428	1	0
the value of the British imports was ..	3,208,059	15	0
and the value of all other imports ..	2,043,368	6	0

Hence it is evident that, whilst the total value of the import trade has annually increased since 1863, the value of the British imports have also not only annually increased, but during the last two years has greatly exceeded the aggregate value of all the other imports, which aggregate value itself has likewise increased year by year since 1863.

The metals which are imported into Tien-tsin are partly of European and partly of Asiatic origin. They are chiefly lead in pigs, steel, copper, iron, tin, and quicksilver. The Returns show a falling off in the general value of these imports in 1866 as compared with 1865, especially in the importation of pig lead. There was also a falling off in the importation of copper, tin, and quicksilver, but an increase in that of steel, whilst iron does not appear at all in the 1865 Returns.

The remaining principal imports may be classed into European products, viz., needles, matches, and window-glass; and Asiatic products, viz., paper, silk fabrics, sugar, and tea.

Respecting the former class it may be remarked that, although the quantities imported are large (the needles especially being reckoned by hundreds of millions), the values are small, the aggregate value of the matches, needles, and window glass imported in 1866, for instance, was only 58,148*l.* 6*s.* 8*d.*, and in the preceding year it was somewhat less than this, though the import of needles fell off in 1866, a loss which was more than counterbalanced, however, by the increased import of matches. Some of these matches come from Marseilles, but most of them from Vienna, and the window glass is of German origin and very inferior quality.

The values of the sugar, silk fabrics, paper, and tea, which have been grouped together as the principal imports of Asiatic origin in 1866, were as follows:—

TABLE No. 9.

	£	s.	d.
Value of sugar imported in 1866 ..	493,787	17	4
„ silk fabrics „ ..	278,432	19	4
„ paper „ ..	171,861	19	4
„ tea „ ..	62,023	5	8
Total value of principal Asiatic imports ..	1,006,106	1	8

The quantities of sugar and paper imported in 1866, greatly exceeded

those of the same articles imported in 1865, and the import of silk fabrics during last year was also considerably greater than in 1865. The import of tea too, intended for native consumption, has probably increased, as the amount brought into Tien-tsin via Shanghai, has certainly very much increased, in 1866. By far the greater portion of this amount was, however, for the Russian and not the Chinese market. It came to this port from Hankow via Shanghai ready packed in baskets, and was transported hence overland to Kiachta. The value of this Kiachta-bound tea will be stated under the head of Transit Trade, it being sufficient to remark at present that the distinction made in the 1866 Returns between it and the tea imported for the Tien-tsin market, was not made in the 1865 Returns, and that as some tea was also sent overland to Kiachta in 1865, the increase of consumption in 1866 can only be stated as a probability.

The values of all the imports during 1866 may now be grouped under the following four heads, and, the import of treasure (which may be looked upon as landed almost solely for the use of the Foreign Legations at Peking, and Foreign Consulates at Tien-tsin, and not for the purposes of trade) being added to the sum of the other imports, the total value of the import trade for last year will be shown by the following Table :—

TABLE No. 10.

Value of the Import Trade in 1866.	£	s.	d.
1. Indian opium and British cotton and woollens ..	3,208,059	15	0
2. European matches, needles, and window glass ..	58,148	6	8
3. Asiatic sugar, silk, paper, and tea ..	1,010,272	15	0
4. All other imports, European, Asiatic, and American.	974,947	4	4
Total value of imports, excluding treasure ..	5,251,428	1	0
Treasure	63,871	0	8
Total value of the Import Trade ..	5,315,299	1	8

It will be seen from the above, that, excluding Indian opium, Tien-tsin is a great consumer of other Asiatic produce. This produce indeed being principally Chinese may be more conveniently designated native, in opposition to foreign, which will then include American, European, and Indian produce. Bearing this distinction in mind, an examination of the Customs Returns of all the ports for the year 1865, will show that, in that year, Tien-tsin ranked next to Shanghai as a consumer of native produce, and next to Shanghai and Hankow as a consumer of foreign produce, whilst, as a general consumer of foreign and native produce, Tien-tsin stood next to Shanghai and before the eleven other ports. In the three parallel columns given below, I have ranged the names of the thirteen ports according to the value of their respective imports, in order to show at a glance the position which each held in 1865, first, as a consumer of foreign produce, secondly, as a consumer of native produce, and, thirdly, as a general consumer.

First. Consumers of Foreign Produce.	Second. Consumers of Native Produce.	Third. General Consumers of Foreign and Native Produce.
Shanghai	Shanghai	Shanghai
Hankow	Tien-tsin	Tien-tsin
Tien-tsin	Amoy	Hankow
Canton	Swatow	Amoy
Amoy	Foo-chow	Canton
Swatow	Chin-kiang	Swatow
Ningpo	Ningpo	Ningpo
Che-foo	Hankow	Chin-kiang
Chin-kiang	Che-foo	Foo-chow
Foo-chow	Canton	Che-foo
Kiu-kiang	Kiu-kiang	Kiu-kiang
Newchwang	Formosa	Newchwang
Formosa	Newchwang	Formosa

The third of the above columns shows the high position occupied by Tien-tsin as a consuming port in 1865. I have not yet received the Returns of all the ports for 1866, but, as the value of the Tien-tsin import trade for the latter year exceeded that of the former year by more than 1,500,000 sterling (viâ Table No. 5 of this Report), there can be little doubt that last year the port maintained the position which it held in 1865.

Exports.

The export trade of 1866 compares very favourably with that of 1865, the value of one export alone, viz., cotton, exceeding that of all the produce exported in 1865, whilst a comparison of the total values of the produce and treasure exported in these two years shows an increase of more than 1,000,000*l.* sterling in favour of 1866, as per following Table:—

TABLE No. 11.

	1865.	1866.	Increase in 1866.
	£ s. d.	£ s. d.	£ s. d.
Value of produce exported .	535,441 18 8	851,187 19 4	315,746 0 8
„ treasure „ .	1,162,686 4 8	1,955,666 4 0	792,979 19 4
Totals	1,698,128 3 4	2,806,854 3 4	1,108,726 0 0

It will be seen from the above comparative Table, that in both 1865 and 1866, the export of treasure from Tien-tsin was more than double the value of the produce exported, and the following Table, which gives the value of the principal exports in the latter year, shows also that the only export of any considerable value was cotton. The values of the other exports are given rather to indicate the nature of the trade than on account of their actual importance as articles of commerce.

TABLE No. 12.

						Value of Native Produce exported in 1866.		
						£	s.	d.
Cotton..	..	..	..	..	..	560,059	2	4
Medicines	..	..	..	..	..	47,793	17	4
Tobacco	..	..	..	..	..	24,234	16	4
Young deer's horns	..	..	..	..	..	22,830	8	0
Peas and beans	..	..	..	..	..	19,503	10	0
Dried lilly flowers	..	..	..	..	..	17,835	18	8
Dates (black and red)	:	..	..	..	..	16,892	5	4
Soap	..	..	..	..	..	13,098	18	4
All the other exports	..	..	..	..	..	128,939	3	0
Total value of exported produce..						851,187	19	4

A few remarks may here be made upon some of the exports.

Cotton.—The quantity exported in 1866, viz., 18,157,057 lbs., was more than double the quantity exported in 1865, viz., 8,501,188 lbs. It was intended for the Southern Chinese markets, from which the East Indian supply has latterly been greatly diverted, owing to the demand that arose in England for Indian cotton in consequence of the falling off of the American supply through the late civil war. Should the price in England continue to induce the East Indian growers to ship their cotton to Liverpool or London instead of to Canton, the export of the article from this port will no doubt continue to increase and *vice versa*.

The cotton plant itself is cultivated to a great extent all over this Province of Chi-li. November is the sowing, September the picking, season, and each mow of ground yields, I believe, about 40lbs. avoirdupois of exportable cotton. Taking six mow, therefore, as the equivalent of an English acre, the quantity of ground which must have been sown with cotton to produce the amount exported in foreign bottoms during 1866, was about 75,654 acres, which would cover an area of about 118 square miles. It is impossible, however, to make even an approximate estimate of the actual quantity of cotton grown in the province, for no proper account can be got of the quantity exported in junks, nor is there any available means of calculating the amount used for native consumption.

I have not hitherto been able to acquire such information as would enable me to report in detail upon the cultivation of cotton within this Consular district; but should I at any future time succeed in obtaining that information, I shall make a special report upon the subject.

Medicines.—These are not for the most part products of Chi-li, but are brought chiefly by the Grand Canal from the neighbouring Province of Honan.

Tobacco.—Tobacco was introduced into this province from Kwan-tung, in Manchuria, during the reign of Tien-ch'i, the last Emperor but one of the Ming Dynasty (A.D. 1620–27), and, in spite of the prohibition of that monarch, its consumption rapidly increased.

Tobacco is now grown in all parts of China, and the Kwan-tung tobacco is still very highly esteemed. Its Manchu name, which is “tan-ba-ku,” indicates phonetically its foreign origin; the Chinese name “yen-ye” signifies merely smoke-leaf.

Young Deer Horns.—These are exported for medicinal purposes only, and are very valuable, their price ranging from about 10*l.* to 30*l.* per pair.

The *oil of hartshorn* was considered by the physicians of the middle ages to be one of the most sovereign remedies, and the deer horn decoction seems to hold almost an equally high place in the estimation of the Chinese for its strengthening and stimulating properties.

The Chinese preparation, however, is simply a decoction, whilst the oil of hartshorn is produced by destructive distillation.

The horns are brought to Tien-tsin chiefly from the Imperial hunting-grounds in the neighbourhood of Jehol, to the north of the Great Wall, and the young ones which succeed those that are first shed are, I believe, the most valuable.

Dried Lily Flowers.—These are used both medicinally and also as articles of food. They are sent chiefly to Amoy and Swatow, and are not very valuable.

Soap.—A considerable quantity of an alkaline substance which is called *soap* in the Returns, but might more correctly be called *soda*, was exported to Shanghai last year. It is of two sorts; the better of which is white, and is brought from the neighbourhood of Chang-chia-k'ou and the borders of Mongolia, where it is made from the ashes of burnt vegetables. The inferior sort is of a greyish colour, and comes from Taming-fu, in the south of this province. It exists there in a natural state in combination with the soil, and is separated from it by a very simple process. A quantity of alkaline soil is washed thoroughly in water; the water is then poured off and evaporated by heat, the residuum thus obtained being an impure alkaline substance of a greyish colour, which, from its detergent qualities, is used as a substitute for soap.

The unenumerated exports, the aggregate value of which, in 1866, is given in Table No. 12, are very numerous, but, taken *seriatim*, are of little value, as a reference to the Returns will show. The export of sheep's wool, however, though small, has considerably increased, which is an encouraging sign, for this is an article which may become an export of very great importance.

(c). *Foreign, Coast, and Transit Trade.*

Foreign Trade.—In 1865 this trade was carried on with three places only, viz., Hong Kong, Siam, and Japan; but the 1866 Returns show that there was also some direct trade last year between Tien-tsin and three new markets, viz., the Straits Settlements, Hamburg, and Passiette, a port situated on the western coast of the Japanese Sea, at the southernmost extremity of that tract of Northern Manchuria lately acquired by Russia, and close to the north-eastern boundary of Corea.

The total value of the direct foreign trade as compared with the coast trade (which includes the indirect foreign trade) is still very small; but if 1865 be compared with 1866 it will be seen, as shown in the following Table, that both the foreign and coast trade have increased in relative value during the last year:—

TABLE No. 13.

		1865.			1866.			Increase in 1866.		
		£	s.	d.	£	s.	d.	£	s.	d.
Value of foreign trade	..	436,841	19	8	803,415	19	0	366,573	19	4
„ coast „	..	4,992,359	11	4	7,318,737	6	0	2,326,377	14	8
Totals	..	5,429,201	11	0	8,122,153	5	0	2,692,951	14	0

The following distributive Table shows the gross value of the direct trade with foreign countries. The value of goods imported from some of these countries into Tien-tsin during 1866, and subsequently re-exported during the same time, is also given, and deducted from the gross value, in order to arrive at the net value of the foreign trade as stated in Table No. 13:—

TABLE No. 14.

Gross values of the trade between Tien-tsin and the following places, viz.:—				£	s.	d.
Hong Kong	..	..	..	740,528	16	0
Japan	..	..	..	37,242	17	0
Siam	..	..	..	16,042	13	0
Passiette	..	..	..	5,733	11	4
Straits	..	..	..	4,299	7	8
Hamburg	..	..	..	3,324	13	8
Gross total	..	..	..	807,171	18	8
Value of re-exports.	..	..	..	3,755	19	8
Nett value.	..	..	..	803,415	19	0

It will be observed at once that the value of the trade between Tien-tsin and Hong Kong far exceeds the total value of the trade carried on with all the other foreign ports; but at the same time it must be remembered that Hong Kong, though classed as a foreign country, inasmuch as it is a British Colony, is practically, for commercial purposes, a Chinese port. Its trade with Tien-tsin, though nominally foreign, is, in reality, almost as much a branch of the coast trade as the trade at Shanghai with Tien-tsin; and, taking this fact into consideration, it will be seen how very insignificant, as yet, has been the direct trade of Tien-tsin with foreign countries.

Cotton piece goods, opium, sugar, and metals are the chief imports that reach Tien-tsin by way of Hong Kong, and a large number of miscellaneous articles are also imported from, though not produced in, that Colony. The vast majority of the exports from Tien-tsin to Hong Kong are, in like manner, not for local consumption, but for subsequent re-exportation, either to other Chinese ports or to foreign countries. The chief exports last year were cotton and medicines.

Japan and Siam.—The trade with both these countries has increased during 1866. The principal import from the former was seaweed, its value having been equal to more than half the value of all the other imports; this seaweed is used as food, and much esteemed by the Chinese.

Sugar, pepper, rattans, and betel nuts were the principal imports from Siam in 1866, whilst the exports to Siam were nil, and the total value of the exports to Japan was only 3,422*l.* 4*s.* 4*d.*

The Straits, Passiette, and Hamburg.—No Chinese produce was exported to these markets in 1866, but some foreign imports were re-exported to Passiette, from which port also a little seaweed and a very small quantity of tea (the latter probably a Japanese product re-exported to China), arrived at Tien-tsin.

The imports from Hamburg, which came direct to Tien-tsin, were brought by a small vessel of 174 tons, which arrived last year with a cargo of coal, window-glass, and matches. The exports were nil. The direct trade with the Straits Settlements was of little value; so much so,

indeed, that the mere fact of its existence is the only statement which need be made concerning it.

Coast Trade.—The values of the different branches of the coast trade, as well as its gross and nett values, are shown in the following Table :—

TABLE No. 15.

					1866.		
Gross values of the trade between Tien-tsin and the coast ports, viz. :—					£	s.	d.
Shanghai	..	..	..	..	5,994,962	13	0
Canton	..	..	..	..	491,177	4	8
Swatow	..	..	..	..	331,633	13	4
Amoy	..	..	..	..	185,844	14	0
Foo-chow	..	..	..	..	182,474	2	0
Che-foo	..	..	..	..	112,205	15	4
Formosa	..	..	..	..	21,549	9	8
Macao	..	..	..	..	18,277	1	0
Ningpo	..	..	..	..	2,429	3	0
Hankow	..	..	..	..	271	14	0
Gross total	..	..	..	..	7,340,830	10	0
Value of re-exports..	..	..	..	..	22,093	4	0
Nett total	..	..	..	..	7,318,737	6	0

The general nature of the trade with the coast ports may now be briefly characterized.

Shanghai.—By far the most important imports from Shanghai are opium, cotton piece goods, and woollens. Their combined value in 1866 was more than 3,000,000*l.* sterling; and next in value to these, though separated by a long interval, stand silk piece goods of native manufacture; wood (probably of Singapore origin), grass cloth, and nankeens, were the other principal imports in 1866. The principal exports from Tien-tsin to Shanghai in 1866 were sycee silver and cotton; the value of the sycee was nearly 2,000,000*l.* sterling; that of the cotton was about 118,000*l.*; and that of all the other exports, 117 in number, did not come up to the sum of 100,000*l.* sterling.

Canton.—Next to Shanghai, Canton is the largest importer of silk piece goods and other silk fabrics into Tien-tsin; and of the remaining native imports, ranged in the order of value, the principal in 1866 were sugar, brass buttons, prepared tobacco, grass cloth, and paper. The foreign imports from Canton were about one-twelfth the value of the native, the principal being prepared opium and betel nuts. Amongst them birds' nests, sharks' fins, and fish maws may also be mentioned. The principal exports in 1866 were young deer horns, cotton, felt caps and Corean ginseng.

Swatow and Amoy.—The principal imports from these two ports are almost identical, and the same may be said of the exports. By far the most important import from each is sugar, and next to it paper. Preserves may also be classed as one of the principal native imports from Swatow and Amoy, and large quantities of coarse china ware are received from the former port. The principal exports to each of these ports in 1866 were cotton, medicines, dried lily flowers, and peas.

The foreign imports received *viâ* Swatow and Amoy are insignificant as compared with the native; they consist chiefly of Straits' produce re-exported to Northern China.

Foo-chow.—By far the most valuable native import is paper; and next to it in value during 1866 were black tea, wooden poles, and orange peel; the only two foreign imports were sharks' fins, and a very small quantity of prepared opium.

The principal exports to *Foo-chow* were cotton, tobacco, felt caps, medicines, and snuff.

Chefoo.—The principal imports received via *Chefoo* during the last year were originally *Chefoo* imports re-exported to *Tien-tsin*, the native imports being paper, sugar, and black tea; and the foreign, opium, seaweed, foreign sugar, and sapan wood.

A small quantity of treasure was imported to purchase cotton, and a larger amount exported. The export of produce from *Tien-tsin* to *Chefoo* was small.

Formosa.—Sugar was the only import of any value received from *Formosa* last year, and the exports from *Tien-tsin* to *Formosa* were nil.

Macao.—The only important native import during 1866 was sugar; and the chief foreign imports, their aggregate value being very small, were peacocks' feathers, sapan wood, and pepper. The value of the exports was insignificant.

Ningpo.—The foreign imports from, and exports to, *Ningpo* during 1866 were nil, and the native imports were of very little value, they were chiefly alum and sugar.

Hankow.—The imports from *Hankow* to *Tien-tsin* during 1866 were nil, and the only export was a small quantity of cotton. It must not be inferred from this that produce destined for *Tien-tsin* is not shipped from the *Yang-tze* ports; but such produce, coming via *Shanghai*, appears in the *Tien-tsin Returns* as imported from *Shanghai*, though in reality re-exported thence to *Tien-tsin*.

Transit Trade.—Under this head must be classed Chinese products landed at *Tien-tsin* from the coast ports, not for native consumption, but for conveyance overland to *Siberia*, and Russian products brought overland from *Siberia* and shipped at *Tien-tsin* for other Chinese ports.

The former class of products was represented in 1866 by *Hankow* tea brought via *Shanghai*, and the latter by Russian woollens brought via *Kiachta* to *Tien-tsin*. Their respective values are shown in the following Table:—

TABLE No. 16.

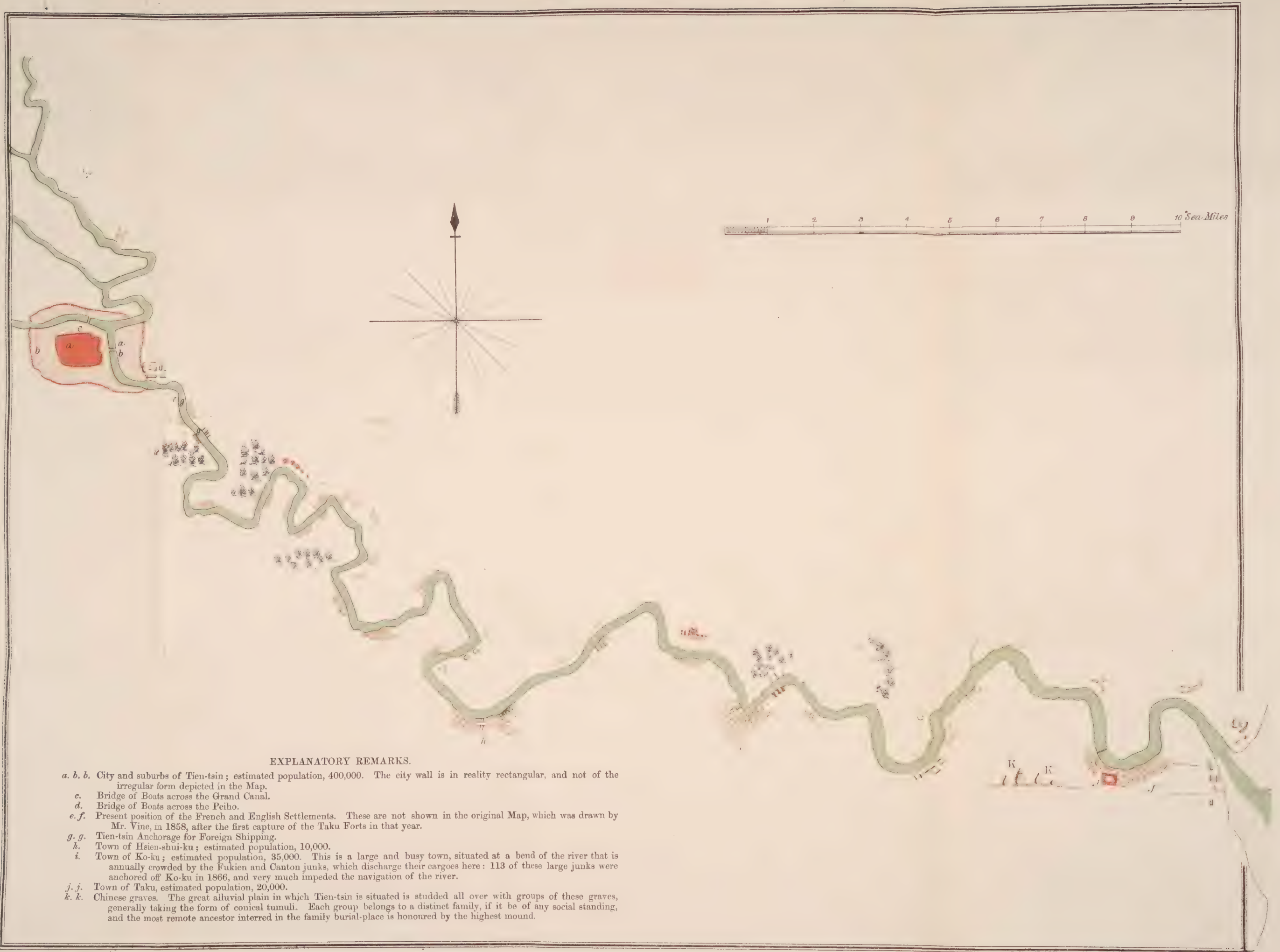
1866.	£	s.	d.
Value of <i>Hankow</i> tea imported for conveyance to <i>Siberia</i>	163,296	9	0
Value of Russian woollens exported to other Chinese ports	10,868	0	0
Total value of transit trade	174,164	9	0

The half duty payable on Chinese produce imported into *Tien-tsin* from other Chinese ports was abolished from 15th April, 1866, as regarded produce not intended for sale in Chinese territory, but merely landed at this port for transport overland to *Kiachta*.

Such produce is now conveyed under bond to the Russian frontier, and this abolition of the half duty by the *Peking Foreign Board* has given a very great impetus to the transit trade.

The total value of the *Tien-tsin* trade during 1866, as divided into foreign, coast, and transit trade, may now be stated:—

MAP N° 1.



EXPLANATORY REMARKS.

- a. b. b.* City and suburbs of Tien-tsin; estimated population, 400,000. The city wall is in reality rectangular, and not of the irregular form depicted in the Map.
- c.* Bridge of Boats across the Grand Canal.
- d.* Bridge of Boats across the Peiho.
- e. f.* Present position of the French and English Settlements. These are not shown in the original Map, which was drawn by Mr. Vine, in 1858, after the first capture of the Taku Forts in that year.
- g. g.* Tien-tsin Anchorage for Foreign Shipping.
- h.* Town of Hsien-shui-ku; estimated population, 10,000.
- i.* Town of Ko-ku; estimated population, 35,000. This is a large and busy town, situated at a bend of the river that is annually crowded by the Fukien and Canton junks, which discharge their cargoes here: 113 of these large junks were anchored off Ko-ku in 1866, and very much impeded the navigation of the river.
- j. j.* Town of Taku, estimated population, 20,000.
- k. k.* Chinese graves. The great alluvial plain in which Tien-tsin is situated is studded all over with groups of these graves, generally taking the form of conical tumuli. Each group belongs to a distinct family, if it be of any social standing, and the most remote ancestor interred in the family burial-place is honoured by the highest mound.

*Reduced from a Plan on a large scale
by W. W. Vine Second Master R.N.*

*J. B. Gottlandt
Acting Vice Consul Taku, 9th Feb 1867.*

MAP N° 2.



Scale 1:100,000, lith. S^r Martins Lane

EXPLANATORY REMARKS.

- a. a. Outer Taku Anchorage, extending three miles to seaward from the outside of the Bar.
- b. b. b. Inner Taku Anchorage.
- c. c. c. Channel of the Bar.
- d. Pagoda-shaped temple of Hai-shên, the Chinese Neptune.
- e. Ruins of the Inner North Taku Fort. This Fort was assaulted and taken by the Allies on the 21st August, 1860, and on its capture the other forts, then four in number, surrendered; it and the two Inner South Forts on the right bank of the river were dismantled and destroyed the same year.
- f. g. Ruins of the Inner South Forts.
- h. i. North and South Taku Forts, restored to the Chinese upon the 16th September, 1865, up to which day they had been occupied by British and French troops from the date of their surrender in 1860, the French holding the North and the British the South Fort.
- k. k. Village of Tung-ku. This village, and the adjacent one of Hsi-ru, lying higher up the river, on the other side of the Temple of Hai-shên, are collectively called Taku.

Reduced from a Plan on a large scale
by Lieut Clements R.E.

J. G. Goulard
acting Vice Consul
Taku, 12th February 1867.

				£ s. d.		
The value of the foreign trade being ..	..	803,415	19	0		
" " coast " ..	..	7,318,737	6	0		
" " transit " ..	..	174,164	9	0		

The total value of the trade in 1866 was .. 8,296,317 14 0

Thus the value of the Tien-tsin trade of 1866 exceeded that of 1865 by more than 2,750,000*l.* sterling, as may be seen by comparing the above statement of the total value of the former with the statement of the total value of the latter that is given in Table No. 13.

In 1866 the transit trade had for the first time acquired such importance as to entitle it to be classed as a distinct branch of the Tien-tsin trade.

2. *Impediments to the Development of Foreign Trade at Tien-tsin.*

By foreign trade is meant, in the second part of this Report, such trade as is carried on under foreign flags, and the chief impediments to its development are, first, certain difficulties that affect the navigation of the Peiho by foreign vessels; and, secondly, the inequality of value between the imports and exports.

(a.) *Difficulties affecting the Navigation of the Peiho.*

A short description of the actual position and character of the port and its anchorages, illustrated by the two maps which are appended to this Report, may help, perhaps, to explain these difficulties, and suggest means for their reduction or removal.

The city of Tien-tsin (see Map No. 1), situated at the junction of the Grand Canal and the Peiho, is distant about sixty-two miles from the mouth of the river, near which are the adjacent villages of Tung-ku and Hsi-ku, which together constitute the town of Taku. Taku is about sixty miles from Tien-tsin by the river, and about thirty by the road.

The anchorages of the port, as defined by the Customs authorities, are three in number, viz., the Tien-tsin anchorage (see Map No. 1), which consists of a portion of the river set apart for foreign shipping alongside the foreign settlements; the inner Taku anchorage (see Map No. 2), extending from the forts at the mouth of the river to the pagoda-shaped Temple of Hai-shên, the most conspicuous building in Taku; and the outer Taku anchorage (see Map No. 2), which extends three miles to seaward from the outside of the bar.

The Tien-tsin anchorage is about one mile and a quarter in length, and the average breadth of the river within its limits is 100 yards. The depth of water in this anchorage varies from 13 feet at high water during spring tides, to about 8 feet at low water; and the bottom, which consists of hard clay covered with soft mud, is good holding-ground.

The breadth of the river within the limits of the inner Taku anchorage, which may be said to be co-extensive with the first two reaches of the Peiho (see Map No. 2), is about 300 yards; the bottom is good holding-ground, and the depth of water at low tide is 18 feet in the lower reach, and somewhat less in the upper. The depth of water in the outer Taku anchorage, which is only an open roadstead, varies from two to five fathoms, and the bottom, composed of mud and sand, is excellent holding-ground.

Starting, now, from the innermost anchorage, the first great difficulty affecting the navigation which presents itself is the sinuous character of the stream, which increases as the river itself get narrower, and, unfor-

tunately, at the busiest season of the year, this natural difficulty is greatly enhanced by the large number of grain junks that arrive here annually with the tribute rice, and crowd the reaches below Tien-tsin. During the prevalence of the Taiping rebellion in Central China the annual amount of tribute rice received at Peking from that part of the Empire was comparatively small, but of late years it has rapidly increased; and as the four great central provinces are recovering from the effects of the rebellion, they are required to send yearly a quantity of grain approximating more and more to the amount for which they are actually assessed, which may be stated to be in round numbers 200,000 tons per annum. Thus the number of grain junks that arrive in the Peiho is annually increasing, and its navigation by foreign vessels in consequence tends, from the crowded state of the river, to become yearly more difficult.

A very small quantity of tribute rice is still received via the Grand Canal, which was formerly the regular channel for the conveyance of the grain to the capital, as its Chinese name of Yün-hang-ho, *i.e.*, "grain-conveying river," denotes; but the cost of transport by sea is so much less than it was formerly by the canal, when this was in good navigable order, that the over-crowding of the Peiho by the grain junks will certainly not be relieved by the re-adoption of the canal route.

The Chinese authorities have endeavoured to mitigate the evils arising from the sinuosity of the stream, and the number of the grain junks, by fixing strong wooden posts at eight of the sharpest bends in the river to aid vessels in hauling round these bends, and by framing regulations for the junks to prevent collisions between them and foreign vessels. Each of these measures was productive of some good, but the posts proved more useful than the regulations, from the want of an efficient river police to enforce obedience to the latter, and such a police in fact must be soon organized or the river is not unlikely to become impassible for foreign vessels.

The quantity of tribute rice imported last year in 335 large junks was 56,000 tons, and it is anticipated that this year the importation will be at least half as much again as it was in 1866, with a corresponding increase in the number of junks, that next year it will be greater than this, and so on for some years to come. Now, from all that I can learn, it appears that the definitive abandonment of the old canal route, and the adoption of the sea transport, resulted from the fact that the latter mode of conveyance, first resorted to from necessity, was found afterwards to be cheaper than the former, and as soon as the Chinese authorities are fully convinced that foreign sailing vessels can convey the tribute rice to Taku or Tien-tsin at a cheaper rate than Chinese junks, there is reason to believe that, as the canal was finally abandoned for the sea route for economical reasons, so the junk will, for similar reasons, be superceded by the foreign sailing vessel.

Foreign ship owners would do well to consider this, and once the transport of the tribute rice is in foreign hands, the Chinese Government might possibly be induced to authorize the construction of a tramway from Taku to Tien-tsin, as a further means of cheapening the transit, a work that would probably be attended with many collateral advantages, not the least of which would be that its proved utility might gradually pave the way for the construction of a railway between these two places.

Another great impediment to the development of the Tien-tsin trade is the shallowness and narrowness of the channel across the Taku bar. In February last, I requested Mr. Goddard to furnish me with such information as he could obtain respecting the bar itself and the advantage of deepening the channel by dredging, and the result of his

inquiries, derived from a careful examination of the Taku pilots, was as follows:—

It appears that the bar is from two to two and a-half miles long and one mile broad, and that the channel by which foreign vessels cross it is about a quarter of a mile in breadth. The course is now west-north-west, but the pilots, with one exception, state, that in 1861, it was north-west- $\frac{1}{2}$ -north.

If this be correct the bar has shifted half a point since 1861, and it seems to have increased also on the outer edge, a circumstance quite consonant with what appears to be the most reasonable theory of the formation of bars at the mouths of rivers. This theory is, that bars are formed by the antagonistic action of the waves of the sea on the one hand, and the currents of the river on the other; but that the formation of the submerged shoals is primarily due, not to materials brought down by the river, but to materials thrown up by the sea through the action of its waves upon a shallow bottom of sand or other easily moved substance.

The submerged shoal itself is commonly called the "bar," and I use the term in this popular sense in reference to the Taku bar, but technically the term "bar" is the channel leading across the shoal into the deep water outside. To return now to the statements of the pilots. The outer part of the bar is a mixture of sand and blue mud, with a hard crust on the top, but soft surface underneath; the inner part is soft, principally mud, with very little sand and scarcely any crust.

The average depth of water in the channel during spring tides is $12\frac{1}{2}$ feet at high water, but a strong easterly breeze for several consecutive days has given from 15 to 19 feet; during neap tides the average depth is $10\frac{1}{2}$ feet at high water, but in June, July, and August, there is very little difference between springs and neaps, owing to the prevalence of south-east winds during these three months.

The rate of the flood at spring tides is about three knots an hour inside the bar, and on the bar itself, from one and a-half to two knots. The ebb tide runs faster than the flood except in south and south-east winds.

The winds which give the most water on the bar are east, south-east, and east-north-east winds. Northerly winds for three or four consecutive days give least water, and a westerly wind scarcely affects the tide in any way.

Sailing vessels would not derive any very great advantage from the deepening of the present channel unless it were also made wide enough to enable them to beat in and out. The general opinion of the pilots is that this is practicable, though the dredging machine would require to be constantly employed, as the tide does not flow directly into the channel, but obliquely and over the banks.

In addition, however, to the channel used by foreign vessels, there is another channel running in an easterly direction by which the Peiho may be entered, and which is always used by the Peitang salt junks. There is about two feet less water in this channel than in the one depicted in Map No. 2, but it is quite a mile wide, barely three-quarters of a mile in length, and where it opens into the gulf the water is from two and a-half to four fathoms deep. The bottom is of mud and softer than that of the other channel.

The pilots are of opinion that this is the natural outlet of the river water, and that if it were dredged on the inner edge, to allow the tide a free passage, the channel would tend naturally to deepen of itself. Another very important consideration in favour of deepening this channel

is, that sailing vessels by taking it could, in all the prevailing winds during the shipping season, stand either in or out in one reach, instead of being detained for days on account of the wind, as they not unfrequently are under existing circumstances.

If a competent officer were appointed by Her Majesty's Government to survey these channels and report specially upon the feasibility and probable cost of rendering them available by means of dredging for the passage of vessels of from 18 to 20 feet draught, and if his report should show, as I anticipate it would, that this might be accomplished at no very great expense, the work would not improbably be carried out either by the Chinese Government or by the foreign community of Tien-tsin itself, stimulated by the prospect of thus inducing the stream of commerce to set direct from Europe to this port.

In enumerating the chief difficulties which affect the navigation of the Peiho by foreign vessels, the dangerous shoals near the low-lying island of Shalinteen must be included, nor must I omit to state that steps are now being taken by the authorities to erect a lighthouse upon the island, which is about forty miles north-east of Taku, and lies to the south-east of an extensive range of sand banks on which four foreign vessels had been already lost in the few years which intervened between the opening of this port and the end of 1866.

(b.) Inequality of Value between Imports and Exports.

In 1866 the value of the imported was more than six times the value of the exported produce, as may be seen by comparing the results given in Tables 10 and 12 of this Report, and the Returns of previous years bear similar testimony as to the inequality that has existed since the opening of the port between the values of its imports and exports. That this inequality is an impediment to the development of trade is a proposition the truth of which is so evident that it is unnecessary to prove it here, and the proposition itself is only stated on account of the importance of the question to which it naturally leads, viz., the possibility of reducing this inequality by a development of the export trade.

Can any products of North China, for which there is a general demand, be exported from Tien-tsin in such quantities as to enable vessels that come here with full import cargoes to leave again with full export cargoes, instead of in ballast, as too many have hitherto been obliged to do?

This, besides being a question of very great general interest, is one of special importance as regards the status of the foreign merchant resident at Tien-tsin; and one naturally looks to the returns of exports to see if any of the products therein specified are likely, under any circumstances, to be exported in such quantities as to reduce the inequality that now subsists between the values of the imports and exports.

Cotton may supply this want to some extent, especially if the demand for Tien-tsin cotton in Southern China continues to increase; but this was the only export of any considerable value last year. Wool again is an article which, considering the countless flocks of sheep and herds of camels that roam over the vast prairies of Mongolia, might be exported from Tien-tsin, one would think, in quantities sufficient to meet any demand, however great.

I am told that, by crossing the Mongolian sheep with Merino, the quality of the wool obtainable would be very much improved, whilst the value of that now received at Tien-tsin is greatly deteriorated by the dirty state in which it is brought to market. Were British subjects allowed to

reside at Chang-chia-k'ou, the pass by which the trade of Tien-tsin flows into Western Mongolia, and finds its way to the great marts of Lla-ma-miao and Kuei-hua-ch'eng, they might teach the Mongolians how to improve their breed of sheep and prepare the wool for exportation, with a result that would benefit both teachers and pupils, and tend to increase in no small degree the value of the export trade from Tien-tsin. Chang-chia-k'ou is about 200 miles to the north-west of Tien-tsin, in the direct line of the transit trade between this port and Kiachta, and several Russians are already established there as forwarding agents. It is not unlikely, therefore, that, under the most favoured-nation cause, British subjects may at no distant day obtain a like privilege of permanent residence at the same place.

The export trade of Tien-tsin, however, will probably receive its greatest and most permanent increase from the development of the vast mineral resources of Chili and Shansi, as there can be little doubt that the mountains of these two provinces contain a super-abundant supply of both coal and iron.

The coal that is known as the Chai-t'ang coal, and which is procurable in the mountains to the west of Peking, has been tried on different occasions, and found admirably adapted for the use of steamers. The mines, however, are worked in the rudest way, to a depth of not more than from 150 to 200 feet, and, when water breaks in and gains upon the workmen, whose only means of getting rid of it is to carry it to the surface in buckets, the water-invaded pit must be altogether abandoned. Thus, the best coal is never brought up from these pits, and their proprietors are opposed to the introduction of that foreign machinery which, under the superintendence of foreign mining engineers, might be so beneficially employed in working the mines.

Again, the route by which the Chai-t'ang coals have hitherto reached Tien-tsin is very circuitous, and the means of transport are both costly and utterly inadequate to the regular supply of any large quantity. Coals destined for Tien-tsin leave Chai-t'ang on the backs of mules, and are carried thence in a north-easterly direction through the mountains for about 30 miles, to a village called Kon-chia-k'ou; thence they are conveyed by camels in a south-easterly direction, past Peking, to Tung-chow, on the Peiho, a distance of about 48 miles; and thence by boat to Tien-tsin, a distance of about 90 miles. Thus, having accomplished, by a threefold means of carriage, a roundabout journey of about 168 miles, the coals arrive at their destination; their prime cost more than quadrupled by the cost of transport, for coals that can be bought at the pit's mouth for $2\frac{1}{2}$ taels per ton cannot be profitably sold at Tien-tsin under 12 taels per ton.

If the present mule-track through the mountains, indeed, were made available for camels, these coals might be sold at Tien-tsin for 9 taels a ton; but, as things now are, Chai-t'ang, costing 12 taels a ton at Tien-tsin, is not likely to supplant English coal on the coast of China.

The Chai-t'ang Mines, however, are only about 100 miles to the north-west of Tien-tsin, in a direct line, and there is water communication between the latter place and the south-western part of the very western mountains in which these mines are situated. It seems quite probable, then, that Chai-t'ang coal might be brought to Tien-tsin by a more direct route than the one which I have described, and that it might in consequence be sold here at a much cheaper rate than it is at present; for, knowing from experience how wedded the Chinese are to old custom, it is not surprising that, in the absence of any great and continued demand for this coal at Tien-tsin, the native dealers should continue to make use of

the old mule-track and the circuitous transit *viâ* Peking and Tung-chow, even though a more direct route might easily be found if they would but take the trouble to look for it.

Fortunately, however, for the development at Tien-tsin of a trade in this most important export, the Chinese Government has determined to establish an arsenal at this port. The requisite machinery has already been ordered, and European engineers have been engaged to superintend it. His Excellency the Superintendent of Trade, who is charged by his own Government with the management of this arsenal, knows that the Chai-t'ang coal is particularly well adapted for foreign furnaces, and has informed me in person within the last week that, being himself anxious to procure it here as cheap as possible, he is about to depute a competent officer to ascertain whether it cannot be conveyed to Tien-tsin by a more direct route than the one hitherto used.

At the same time, unless the mines be worked upon scientific principles—such as obtain in Western nations—the supply must be far too small for any great demand; but the mere fact of foreign engineers being employed by the Chinese Government in an establishment in which good coals must be used will of necessity have a very great effect in paving the way for the introduction of foreign machinery and the employment of foreign capital and skill in working the Chai-t'ang mines.

The disparity that now exists between the amounts of duty charged upon the imports of foreign and export of native coal—the latter duty being thirteen and a-half times heavier than the former—seems to indicate a desire on the part of the framers of the Treaty to discourage the export of native coal. When the Tariff comes to be revised, however, I have little doubt that the reduction of this heavy export duty will be one, amongst many other proofs, of the gradual, but steady growth of a more enlightened and far-sighted policy at the Court of Peking.

The efficient working of the coal-mines of Chihli will lead eventually to the efficient working of the iron-mines of Shansi; and as the development of the mineral wealth of these two great provinces proceeds, the value of the export trade of Tien-tsin, their common port, will approximate more and more to the value of its large and flourishing import trade.

3. *Remarks upon the Present Position and Future Prospects of British Merchants at Tien-tsin.*

It has been already shown that the import trade of Tien-tsin—particularly that portion which consists of the produce and manufactures of Great Britain and her dependencies—is of great and increasing value; but it must now be admitted that this large and profitable trade has been gradually slipping out of the hands of foreign into those of Chinese merchants. Whilst the latter control the market, the former record its fluctuations, and the foreign merchant and shipowner are being metamorphosed into the agent and carrier of the Chinese trader.

Let us trace briefly the history of this change, as it has affected British firms.

When Tien-tsin was first opened, all the chief British houses in the South sent agents here, whose sole business it was to receive and sell the goods consigned to them by their principals; but the Chinese traders of the place soon discovered that, taking advantage of the facility of transport afforded by the steamers which began to run between this port and Shanghai, they could supply themselves more cheaply by purchasing goods at that port from the great importing houses themselves than by buying from the agents of these houses at Tien-tsin. Once the change

had commenced, the Shanghai houses also found that it was more profitable to supply the Tien-tsin market in this way at Shanghai itself than to keep up expensive establishments at Tien-tsin. Their agencies have accordingly been gradually withdrawn, and thus the interests of British merchants at Shanghai are now opposed to the development of a direct trade between England and Tien-tsin; for, were this great consuming market supplied direct from home, Shanghai would lose her best customer, and her merchants would be forced to re-establish branches of their houses at this port, or lose all participation in the profits of the trade.

It is true that the great houses at Shanghai are quite as willing to sell their goods to foreigners as to Chinese, but as long as British and Chinese traders at Tien-tsin both supply themselves with British goods at Shanghai, the Chinese, from their intimate knowledge of the market here, will have an immense advantage over the British, surrounded as they are by Canton compradors and shroffs, who must also make their profits out of all that passes through their hands.

It was most probably the exactions of these underlings that first drove native traders to the Shanghai market; and until British commerce in China has emancipated itself from the influence of what is known as the compradore system—a system which is rotten at the core—the upright British merchant will never hold the position which he ought to hold, or be, as he deserves to be, esteemed, honoured, and trusted by the natives with whom he deals.

Whilst under existing circumstances, however, local interests at Shanghai are opposed to direct shipments from England to Tien-tsin, these shipments, as I have already shown in the first part of this Report, would benefit manufacturers in England: for, as goods could be laid down cheaper here if sent direct, they could also be sold cheaper, and this cheapening process would create an increased demand over the immense area and in the great cities, including the capital of China itself, which receive through Tien-tsin their supplies of British products, whilst the increased consumption thus induced would stimulate production in England.

Direct shipments from England, direct intercourse with the natives, and the development of the export trade, are the three objects which the British merchant at Tien-tsin should keep steadily in view. Let him, meanwhile, dispense as soon as possible with the questionable aid of his comprador; let him study the language of the people from whom he buys and to whom he sells, and he will soon begin to find an ample recompense in the increased security and independence of his position.

It is a coincidence worth recording that the unprecedented increase in the importation of opium within the last two years should have been immediately preceded by the issuing of an Imperial Edict, which prohibited the cultivation of the poppy throughout the empire.

This Edict was issued on the 28th of April, 1865, in consequence of a Memorial presented by Sh'ên-knei-fên, Governor of Shansi, who had complained that the cultivation of the poppy was extending so much in his province as to interfere with the production, and raise the price of grain. In view of this state of things, the Emperor asks, "If a year of scarcity should then occur, and the people have no stores of grain, how are they to be fed?" And forthwith His Majesty commands the Governor of Shansi and the Governors of all the provinces to issue proclamations to prohibit the planting of the poppy within their respective jurisdictions.

The operation of this Edict was doubtless beneficial at first to the trade in foreign opium; but notwithstanding its promulgation, the poppy is still

grown extensively, and Tung-chi's prohibition will prove as ineffectual as was Funchi's opposition to tobacco.

It may also be noted, here as a curious historical coincidence, that in the beginning of the seventeenth century, an Emperor of China and a King of England should have both opposed, without success, the introduction of tobacco into their dominions, for Tienchi's Edict and King James's "Counterblast to Tobacco" must have been written about the same time.

The two maps appended to this Report were reduced, at my request, by the Acting Vice-Consul at Taku, from two maps drawn on a much larger scale by W. W. Vine, Esq., R.N., and Lieutenant Clements, R.E. Maps No. 1 is intended to show the sinuous character of the Peiho; Map 2, the position of the Taku anchorages, and explanatory remarks are given with each.

(Signed) J. MONGAN, *Consul*.

Tien-tsin, April 17, 1867.

No. 11.

Consul Medhurst to Mr. Hammond.—(Received June 20.)

Sir, *Hankow, April 18, 1867.*

I HAVE the honour to inclose herewith, for the information of Her Majesty's Secretary of State, a copy of my Report on the trade of this port during 1866.

I have, &c.

(Signed) W. H. MEDHURST.

Inclosure in No. 11.

Consul Medhurst to Sir R. Alcock.

Sir, *Hankow, March 27, 1867.*

I HAVE the honour to render the following Report upon the trade of this port for the year ending December 31, 1866:—

Imports.

It is exceedingly encouraging to find that, notwithstanding the adverse influences against which the business of this port has had to contend during the past twelvemonth in the shape of, first, the occupation of the neighbouring districts by the Hienfei at the beginning of the year, after that, an inundation during the summer months scarcely exceeded in intensity by any that have preceded it within the memory of the oldest inhabitant, and lastly, a financial depression towards the close of the year which has had a disastrous effect upon the entire commercial world of China, a remarkable increase is nevertheless observable in the import trade, more especially that portion of it which comprises foreign goods. The total value of foreign goods imported from native ports for the year may be estimated at 12,141,458 taels against 8,697,927 taels for 1865, showing a difference in favour of 1866 of no less than 3,443,531 taels. The principal part of this increase is distributed amongst the following articles:—

					Taels.
Cotton goods	..	..	..	..	about 1,100,000
Woollens..	..	..	..	..	280,000
Opium ..	..	..	..	..	730,000
Lead ..	..	..	..	..	170,000
Sugar ..	..	..	..	..	208,000
Sandalwood	..	..	..	..	438,000

As regards native goods imported a slight decrease is certainly noticeable in the total import, that for 1865 being valued at 4,533,180 taels, and that for 1866 at 4,512,907 taels; but, setting aside the entries of copper cash and treasure, which have fallen off considerably during the latter year, owing, no doubt, to the fact that natives have found it more advantageous to remit their funds in produce, it will be found that there has been actually an increase in the import of this class of goods likewise. The following figures will make this clear:—

		1865.	1866.
		Taels.	Taels.
Native goods	.. ..	2,294,632	2,902,938
Copper cash	.. ..	1,190,614	734,031
Treasure	.. ..	1,047,934	875,938
Total	.. ..	4,533,180	4,512,907

Leaving an increase on goods of 608,306 taels, although a decrease on all native imports for 1866 of 20,273 taels.

The following statement will show how the import of foreign and native goods, with but very few exceptions, has been steadily developing itself during the last three years. In woollen fabrics generally the increase in 1866 may be estimated at 15 per cent. over the previous year, while in the finer descriptions of cloths the import reaches even 35 per cent.; the Chinese of the wealthier classes having begun to appreciate the finer foreign cloths, even although procurable only at a higher cost. In shirtings too the increase will be seen to have reached fully 47 per cent. The enormous increase in the import of cotton, which is usually exported, is to be attributed to the demand for that staple, owing to the entire local crops being destroyed during the floods.

This steady advance is the more to be appreciated, inasmuch as, besides suffering from the depressing influences alluded to in the opening paragraph of this Report, the business in imports was materially obstructed at the beginning of the year by a temporary combination come to amongst the foreign merchants to accept only payments in cash or orders at short sight, and again at the close of the year by the instability of several native banks of some standing, whose orders were largely held by foreign merchants, and who were compelled to appeal to foreigners for assistance to enable them to tide over their embarrassments.

COMPARATIVE Statement of the Principal Imports during the last three years.

Articles.				1864.	1865.	1866.
Opium	Piculs	..	..	2,018	3,485	4,112
Sandalwood	"	..	..	1,598	13,032	61,414
Sapanwood	"	..	..	11,947	19,109	27,762
Pepper, black	"	..	..	20,320	26,893	33,378
Seaweed	"	..	..	115,655	62,353	99,462
Sugar	"	..	..	153,486	136,793	203,105
Lead	"	..	..	18,347	8,722	33,280
Iron	"	..	..	170	600	13,037
Quicksilver	"	..	..	4,062	1,316	1,608
Tin	"	..	..	646	2,272	2,739
Cotton	"	..	..	..	3,504	86,232
Grey shirtings	Pieces	..	..	150,480	379,366	556,815
T-Cloths	"	..	..	64,348	62,191	71,848
Drills	"	..	..	26,989	31,209	67,691
Chintzes	"	..	..	22,258	20,783	29,475
Brocades	"	..	..	22,919	17,992	36,044
Velvets	"	..	..	7,187	15,139	9,467
Long ells	"	..	..	92,569	111,376	102,715
Lastings	"	..	..	9,568	12,563	16,649
Spanish stripes	"	..	..	22,185	20,661	19,785
Cloths—habit, medium, &c. ..	"	..	..	4,326	10,476	11,649
Camlets	"	..	..	23,049	34,869	42,726
Orleans cloth	"	..	..	8,588	30,166	51,506
Demasks	"	..	..	22,480	9,884	12,935

Exports.

The total value of the export from Hankow to native ports for the year may be estimated at 15,978,576 taels against 13,833,487 taels for 1865, showing an increase for the former period of 2,145,089 taels. This seems to be entirely confined to two items, tea and treasure, in the export of each of which during 1866, a sensible preponderance may be observed as compared to that of 1865, viz. :—

				Tea.	Treasure.
				Taels.	Taels.
1866	..	..	..	5,046,272	4,471,641
1865	..	..	..	3,962,840	3,202,950
Increase				1,083,432	1,268,691

In the value of direct exports to foreign countries a considerable increase is likewise observable, those for 1865 being estimated at 2,054,694 taels, and those for 1866 at 2,730,926 taels. The difference is almost exactly represented by the increase for the year in the direct export of tea, viz. :—

						Taels.
1866	..	..	..	..	..	2,715,839
1865	..	..	..	..	..	2,039,195
Increase						676,644

It may, therefore, be presumed that the total value of miscellaneous exports for the year remains at just about what it was. The following statement gives the comparative values for the past three years, and the

only noticeable features in it are the large increase shown in the export of coal, and the almost equally important decrease in that of paper, planks, poles, and rhubarb. Coal has been largely in demand for the use of steamers, but this is not likely to continue, as I am informed that the New Steam Navigation Company lately formed (of which more anon), have made a contract with the newly established California line of steamers to be furnished with a regular supply of coal by each voyage from San Francisco to Shanghai. Planks, poles, and timber of all sorts were already a decreasing export in 1865, for the reasons alluded to in my last Report, and the demand seems to have continued on the decrease. Paper was exported in such large quantities in the two previous years as to have accumulated in excess of demand, and it has, therefore, found a less ready sale. The finer sorts of rhubarb it has been found difficult to procure of late, hence the falling off of this article.

COMPARATIVE Statement of Articles of Miscellaneous Export.

Articles.				1864.	1865.	1866.
Charcoal	..	..	Piculs	67,617	52,510	21,882
Coal	..	..	"	117,450	79,593	153,921
Fungus	..	..	"	7,085	7,075	8,568
Gypsum	..	..	"	42,057	29,082	51,700
Hemp	..	..	"	33,026	38,463	30,500
Lotus seed	..	..	"	4,539	4,216	3,916
Medicine	..	..	"	31,617	32,232	30,609
Nankeens	..	..	"	1,116	1,940	2,700
Oil	..	..	"	92,953	173,796	182,471
Paper	..	..	"	142,532	35,382	18,319
Planks	..	..	Square feet	1,720,801	356,659	15,228
Poles	..	..	Piculs	1,170,526	246,961	37,728
Rhubarb	..	..	"	9,459	5,785	2,895
Safflower	..	..	"	1,494	2,368	2,974
Silk Szechmen	..	..	"	428	1,746	630
Tallow, Vegetable	..	..	"	36,488	45,542	37,453
Tobacco	..	..	"	55,675	67,472	56,965
Varnish	..	..	"	2,325	3,798	4,029
Cotton	..	..	"	30,476	1 $\frac{1}{3}$	..

Tea forms, of course, the staple export of the place, and, as such, calls for a special notice in this part of the Report. The total export for the year amounted to 36,466,490 lbs., against 35,886,144 lbs., in 1865, and 39,630,305 lbs. in 1864. To England direct the export amounted to 10,912,330 lbs., against 10,519,973 lbs. in 1865, and 6,407,077 lbs. in 1864. The vessels employed in the direct trade numbered the same as in 1865, namely, 12, and carried about the same tonnage. The direct shipments are, I fear, at an end for the present. Owing to the total loss of the "Guinevere," and the numerous accidents which befell the ships that came up the river last year to load for England, the insurance companies have raised their rates to such a figure as to be all but prohibitive, and the New Steam Navigation Company, who have succeeded in securing the monopoly of the river, have expressed their intention to refuse towage, without which it is of course impossible for sailing vessels to attempt the ascent of the Yang-tse.

As regards the remunerative character of the tea shipments for 1866, I regret to have to report that the past season has been the most disastrous to all interested in the trade since the port was opened. Ventures made during the previous year resulted so favourably that merchants were induced to pay very high rates, and certainly everything

promised well for a good market. At the opening of the season, owing to the reduction of the duty in 1865 to 6*d.* per lb., consumption had increased considerably, and the stock in trade had been reduced to a few months' requirements. Advices received from England about that time also led to the belief that very high rates would rule for oopacks (*i.e.*, Hupei tea), and in some cases it was stated that a few of the finest chops would realise 3*s.* per lb. Unfortunately, the credit panic raged in the meantime, *i.e.*, before teas purchased at the commencement of the season could arrive, trade had become paralyzed and the consequences have been most ruinous.

The market was opened on the 24th May, and by the 30th of the same month 36 chops of fine to finest oopacks and oonams (Hupei and Hunan) had been settled at the following prices, *viz.* :—

Oonam—

Fine to finest, 29 t. to 38 t. 25 m. per picul = 2*s.* 0½*d.* to 2*s.* 6¾*d.* sterling per lb.

Oopack—

Fine to finest, 34 t. to 42 t. 50 m. per picul = 2*s.* 3*d.* to 2*s.* 9½*d.* sterling per lb.

☞ Superior, (a few chops), 42 t. to 46 t. per picul = 2*s.* 9*d.* to 3*s.* sterling per lb.

Or about the rates paid for first arrivals in England on the previous year. The results on being presented on the home market were as follows :—

Oonams—1*s.* 8*d.* to 2*s.* (a few 2*s.* 3*d.* to 2*s.* 5*d.*) per lb.

Oopacks—1*s.* 8*d.* to 2*s.* 1*d.* per lb.

Superior ditto, 2*s.* 3*d.* to 2*s.* 5*d.* per lb.

Leaving a loss of nearly 6*d.* per lb. all round. Similar prices have ruled up to the date of our last London advices; and although later in the season there will probably be some improvement, when it is discovered that the total export from China will not be nearly so large as was anticipated, and will not exceed the year's consumption, yet this improvement will take effect when nearly the whole of the black leaf teas will have arrived.

Taking the total export of teas, to date from Hankow, as amounting to 35,500,000 lbs., and the loss on the first class teas sent home at the commencement of the season (say 10,500,000 lbs.) at 6*d.* per lb., and that on the remainder at 4½*d.* per lb. (a fair estimate considering that the second class teas did not result so unfavourably), it may be stated, without exaggeration, that an estimated loss of 731,250*l.* sterling has been sustained, the larger proportion of which must have been suffered by British merchants. It is not without reason, therefore, that I venture to assert that the past year's season has been the most disastrous in the history of the port.

Shipping.

The character of the shipping resorting to this port cannot be said to have altered since the date of my last Report, the river trade having been maintained in 12 steamers, 8 under the United States' flag, and 4 under the British flag, and the direct tea shipments having been made in 12* British sea-going vessels, of about the same aggregate tonnage as those employed in 1865, namely, about 8,600 tons. Limited as has been the extent to which the British flag has hitherto been represented in the shipping interests upon this river, as compared to that of the United States, even that little distinction will, I expect, be denied us during the year upon which we have entered. The few steamers that flew the British flag were

* There were 13 ships in all sent up to load for teas, but one, the "Conluakyle," suffered such injury through collision while at anchor in the port, as to necessitate her being sent empty to Shanghai, whence she took a cargo of tea for England.

ast month purchased by an American Company, which has carried on its operations upon this river during the past three years with such success that they have been enabled to start the magnificent project of appropriating the entire monopoly of the river trade, and to this end they have bought up all steamers, both American and British, that were likely to interfere with their plans, and they have made such arrangements with the large ship-owning firms, both American and British, as to preclude the possibility of their receiving any opposition in that quarter. They have raised the freights, as well as the rates for Chinese passengers; and they expect, in spite of the large liabilities they have been compelled to incur in order to initiate their scheme, to be able to secure a handsome dividend within a reasonable space of time. It will be to their interest, of course, to refuse towage to direct tea-ships, and thus that employment for vessels under our flag is also, for the time being, at an end. It is, however, the opinion of many that the advantages to be gained by direct shipments are more than counterbalanced by the more than ordinary risks attending the navigation of sailing-ships up and down this river.

There is a rumour abroad that other steamers are being bought up by some enterprising British and native capitalists to endeavour to snatch from the new Company a portion of the prize they aim to monopolize; and one vessel, the "Express," has, whilst I am writing this Report, made her first trip. But in order to compete successfully with the Company, it would need to pit against their steamers vessels of at least equal size, equipment, power, and speed, and to place them on the line forthwith; whilst the new Company have as yet a load of debt to hamper their operations and eat up their profits; and I very much doubt whether any such vessels are at present available in the entire China waters.

As regards the total tonnage (British) of this port for the past year, it is satisfactory to observe that it shows an increase as compared to that of 1865, the comparative amounts being as follows:—

					Tons.
1866.	Steamers, ships, junks, &c.	..	..	..	98,968
1865.	" " "	..	..	..	90,758

This fact, however, can have at best but a questionable value in the face of the present prospects of the port, as above alluded to.

Freights.

The rate of freight on the river has ranged through the year at 3 taels to 4 taels per ton of 40 cubic feet. The earlier clipper ships for England commanded 6*l.* to 7*l.* 10*s.*, the latter 3*l.* 3*s.* to 4*l.* 10*s.* per ton of 50 cubic feet.

Exchange.

The following Table will show the rates of exchange, as compared with the previous year.

	On London.		On Shanghai.	
	1865.	1866.	1865.	1866.
	Per tael. s. d.	Per tael. s. d.		
January ..	6 7 $\frac{1}{2}$	6 4	2 $\frac{1}{4}$ per cent. premium	1 $\frac{1}{2}$ per cent. discount
February ..	6 5	6 4 $\frac{3}{4}$	1 $\frac{1}{2}$ " discount	1 $\frac{3}{4}$ " "
March ..	6 6	6 6	1 $\frac{1}{8}$ " " "	3 $\frac{1}{2}$ " "
April ..	6 4	6 6 $\frac{3}{4}$	2 $\frac{3}{8}$ " " "	3 $\frac{1}{2}$ " "
May ..	6 2	6 7	3 $\frac{1}{4}$ " " "	3 " "
June ..	6 7	6 5 $\frac{1}{2}$	4 $\frac{1}{4}$ " " "	4 $\frac{1}{4}$ " "
July ..	6 5	6 5	3 " " "	3 $\frac{1}{2}$ " "
August ..	6 4	6 4 $\frac{1}{2}$	3 $\frac{1}{2}$ " " "	2 $\frac{3}{4}$ " "
September ..	6 4	6 3	2 $\frac{3}{4}$ " " "	2 $\frac{1}{4}$ " "
October ..	6 4	6 4 $\frac{1}{4}$	1 $\frac{1}{2}$ " " "	2 " "
November ..	6 4 $\frac{1}{2}$	6 3 $\frac{1}{2}$	2 " " "	1 $\frac{1}{2}$ " "
December ..	6 4	6 4	1 $\frac{1}{2}$ " " "	1 $\frac{3}{4}$ " "

Dues and Duties.

A Return accompanies this Report, showing the total amount of dues and duties collected by the Customs under the several heads of Import, Export, Coast Trade, Tonnage, &c., during the year 1866, from which it will be seen that there has been a considerable increase in the revenue for the past year, as compared with that of the two previous years. The amount collected upon transit passes taken out for foreign goods conveyed into the more distant interior, forms a noticeable item in this Return: and as it may be interesting to know to what extent, relatively to the general imports, this privilege is taken advantage of, I append the following comparative statement of the nature and quantity of goods on which passes have been taken out for the past two years:—

Articles.		1865.		1866.	
		No. of passes 588. Revenue, 17,196 taels 842 m.		No. of passes 898. Revenue, 23,950 taels 516 m.	
		Taels.	m.	Taels.	m.
Shirtings, grey ..	Pieces ..	91,378		170,776	
" white ..	" ..	10,359		8,770	
" white figured ..	" ..	..		400	
" dyed ..	" ..	..		1,050	
Chintzes ..	" ..	3,373		3,442	
Brocades, white ..	" ..	250		1,810	
" dyed ..	" ..	950		2,884	
Lustres ..	" ..	3,250		8,094	
T-Cloths ..	" ..	9,140		2,495	
Damasks ..	" ..	440		669	
Drills ..	" ..	4,910		8,642	
Handkerchiefs ..	Dozen ..	..		2,438	
Crapes ..	Pieces ..	..		100	
Long ells ..	" ..	20,338		18,170	
Spanish stripes ..	" ..	11,208		8,289	
Camlets ..	" ..	3,995		7,319	
Lastings ..	" ..	1,220		1,977	
Velvets ..	" ..	1,670		2,421	
Velveteens ..	" ..	829		484	
Cloths ..	" ..	1,572		2,390	
" Russian ..	" ..	..		62	
Poplins ..	" ..	..		25	
Woollen and cotton mixture.	" ..	1,310		649	

Articles.			1865.		1866.	
			No. of Passes 588. Revenue, 17,196 taels 842 m.		No. of passes 898. Revenue, 23,950 taels 516 m.	
			Taels	m.	Taels	m.
Matches	..	Dozen	..	..	1,200	..
Buttons	..	Gross	..	..	300	..
Mussels	..	Piculs	48	15	40	47
Ginseng, Am.	..	..	..	..	6	4
Cotton, Bombay	..	..	..	..	113	..
Biche de mer	..	..	93	52	35	23
Shrimps, dried	..	..	..	..	6	96
Seaweed	..	..	14,209	70	12,134	88
Mushrooms	..	..	..	..	30	85
Cuttlefish	..	..	576	14	244	63
Isinglass	..	..	15	02	26	92
Pepper, black	..	..	8,435	97	10,640	44
Sapanwood	..	..	645	61	2,762	98
Sandalwood	..	..	26	04	1,248	15
Quicksilver	..	..	93	52	168	50
Lead	..	..	5,977	59	18,245	61
Tin	..	..	..	..	101	15
Umbrellas	..	Pieces	300	..	600	..
Window glass	..	Boxes	30	..	325	..
Sugar	..	Piculs	..	..	180	..

General Remarks.

In my last year's Report I stated that the progress of the trade had been materially hampered by the difficulties it had to contend with, and I instanced, amongst other sources of hindrance, the increasing competition of native traders, who, from the many advantages they possessed over the foreigner, were in a position to vie only too successfully with him in import transactions. This rivalry has continued to grow during the past year, and has now attained to such a head that fully one-half of the import trade may be said to be in the hands of native capitalists. It is but fair to state, however, that there are many who do not consider such a state of things in the light of a hindrance to the natural development of the trade. It may not suit, they say, old established China firms, who have gone to the expense of extending branches to this port, to find business taken out of their hands, and transferred into those of petty native traders, but the activity of the trade in imports is none the less likely to be accelerated thereby, and the growing development of a purely commission business in the place proves at any rate that foreign merchants locally interested do not suffer by the change. Another source of prejudice to which I alluded, namely, the system of granting Chinese purchasers long credit, I am sorry to say still exists, although not perhaps to the injurious extent to which it prevailed before. The combination into which I reported the foreign merchants had entered to sell only for cash, or five days' banker's orders, was only maintained for a very brief period, it being found impossible to prevent certain parties to the agreement from deliberately ignoring it, whenever they found it to their interest so to do. A modified and more practicable system of ten days' credit has, however, lately come into vogue with many, and an attempt is being made to institute a Chamber of Commerce, so that I trust a reasonable conclusion may ere very long be come to on the subject, and established as a future rule of the port.

Rebel disturbances have more or less continued to exercise their baneful

effects upon the well-being and prosperity of the place during the past year, and there seems to be little prospect as yet of our being ever permanently freed from their unhappy influence. During January, February, and March the Hienfei persistently occupied the districts in the immediate neighbourhood, to the almost entire stoppage of all local and foreign trade. They then evacuated Huangpi, their principal stronghold, about thirty miles from this, and moved back upon their former haunts near the borders of the province, and a favourable reaction in all business immediately ensued; but the Hienfei had no sooner gone than the summer months brought with them the inundations of a most extensive character, which towards August and September had the effect of completely putting a stop to the import and local trade for the time being, and which unfortunately destroyed the cotton, hemp, and other of the country crops. As soon as the waters had subsided rumours of the returning Hienfei once more unsettled the minds of the people, and from that date to this they have been hovering at no very great distance from the port, at times near enough to drive in refugees in considerable numbers.

The number of foreign residents continues to increase. In 1866 I registered seventy-one of the 5 dollar class and thirty-one of 1 dollar class against sixty-four and 26 during the previous year. The community is at present represented by the following professions:—

Merchants	64
Missionaries .. .	4
Medical ditto .. .	1
Medical Practitioners .. .	2
Customs Service .. .	11
Raftsmen .. .	9
Miscellaneous .. .	13

On the whole I am happy to be able to report so favourably on the progress and prospects of the port, despite the various disadvantages it has had to contend with. I am of opinion that Hankow, from its central position and the magnificent facilities for water communication with all parts of the interior, as well as the coast which it can boast of, possesses capabilities for growth as a commercial port, which only need careful fostering and encouragement to ensure for it a development quite equalling the most sanguine expectations which have ever been entertained with regard to it. This desirable result, however, can never be fully realized as long as rebellion is permitted to disturb the surrounding country and check the commercial enterprise of the people. The moment that this yearly recurring pest can be permanently got rid of, and a settled peace and confidence restored, I have not the slightest doubt that the extensive appreciation in which our goods and manufactures are held by the people, and the vast resources they possess for supplying us with products of all kinds, will of themselves bring about a trade, which must eventually place Hankow in a position to vie even with Shanghai as one of the greatest marts of the east.

I have, &c.

(Signed)

W. H. MEDHURST,
Consul.

Imports of Foreign Goods from Native Ports.

HANKOW.

159

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value. Tael.	Contents.	Value. Tael.	Contents.	Value. Tael.	
Agar agar ..	Piculs ..	7 20	452 51	2,263	..	..	2,299
Alpaca ..	Pieces ..	50	350	4,200	..	..	4,800
Assafoetida ..	Piculs ..	..	24 49	490	..	..	490
Beans ..	..	0 45	..	..	..	..	5
Belts, elastic ..	..	467	641	1,167	..	..	2,870
India rubber ..	Dozen ..	..	100	1,603	..	..	10
Betel nuts ..	Piculs ..	59 33	458 57	3,210	..	..	3,625
Biche de mer, black ..	..	175 52	1,000 67	50,234	..	..	59,010
white ..	..	53 61	143 26	2,436	..	..	3,347
Birds' nests, 1st quality ..	..	1 36	6 40	10,880	..	..	13,192
2nd ..	..	3 40	4 0	3,273	..	..	5,993
3rd ..	..	0 26	3 73	1,537	..	..	1,644
Blankets ..	Pairs ..	173	1,660	8,300	..	..	9,165
Bombazettes ..	Pieces ..	552	524	3,144	..	..	6,456
Borax ..	Piculs ..	..	95 29	191	..	..	191
Brocades ..	Pieces ..	50	8,897	35,588	..	..	35,788
dyed ..	..	6,467	20,331	93,523	..	..	123,271
figured ..	..	299	..	..	..	..	1,375
Buttons, brass ..	Gross ..	2,140	3,830	1,940	..	..	3,010
gilt ..	..	700	..	..	..	..	3,500
Camlets ..	Pieces ..	251,885	28,216	493,790	..	..	755,675
Dutch ..	..	2,970	140	3,780	..	..	6,750
imitation ..	..	2,200	670	7,370	..	..	9,570
Camphor, Baroa, clean ..	Piculs ..	..	0 6	12	..	..	12
Japan ..	..	6 90	43 20	864	..	..	1,002
refuse ..	..	14	..	..	..	..	308
Cardamom seed ..	..	..	8 25	347	..	..	347
inferior ..	..	5 26	50 67	912	..	..	1,212
..	..	..	..	..	..	205	..

Articles.		English.		American.		Sundry.		Total Value.
		Contents.	Value.	Contents.	Value.	Contents.	Value.	
Cardamom, superior	..							
Cassia ..	..	3 65	Taels. 219	27 20	Taels. 1,632	..	Taels. 1,851	
" buds ..	..	..	..	2 10	42	..	42	
" lignea ..	..	..	..	11 7	39	..	39	
Chintzes ..	..	..	..	17 0	42	..	42	
Cinnamon ..	..	6,832	17,080	22,643	56,607	..	73,687	
Clocks ..	..	0 65	25	37 20	1,489	..	1,504	
Cloth, broad ..	..	35	340	194	1,634	..	1,974	
" habit ..	..	1,647	131,760	2,451	196,080	..	327,840	
" medium ..	..	240	3,840	354	5,764	..	9,604	
" Russian ..	..	1,087	68,992	3,586	229,504	..	298,496	
" Turkey red ..	..	838	60,336	1,446	104,112	..	164,448	
Cloves ..	..	500	1,250	5,342	13,335	..	14,585	
" ..	..	60 75	1,215	414 2	8,280	..	9,495	
" mother ..	..	..	..	23 66	189	..	189	
Coal ..	..	5,340 40	3,720	1,343 0	980	..	4,650	
Copper cash, Japan	..	..	..	307 20	4,608	..	4,608	
Corks ..	..	..	..	300	450	..	450	
Cotton, raw ..	..	..	..	120	2,160	..	2,160	
Cow, Bezoar ..	..	..	..	0 1	31	..	31	
Crapes ..	..	1,650	8,250	2,887	14,435	..	22,685	
" imitation ..	..	693	4,158	475	2,850	..	7,008	
Cutch ..	..	..	..	65 17	228	..	228	
Damasks ..	..	..	..	1,123	6,378	..	6,738	
" dyed ..	..	..	..	8,782	65,865	..	88,690	
Dimities ..	..	3,030	22,725	750	2,850	..	9,690	
Drills ..	..	1,802	6,848	37,475	224,850	..	353,586	
" Dutch ..	..	21,456	128,736	4,020	17,086	..	37,231	
" ..	..	4,740	20,145	5 40	540	..	540	
Dye stuffs ..	..	..	..	16,313	6,318	..	6,378	
Fancy articles ..	..	60	60	3,718 32	26,028	..	37,055	
Fish, cuttle ..	..	1,575 24	11,027	..	..	..	..	
" ..	..	0 5	4	..	..	..	..	
" maws ..	..	..	..	..	..	..	..	

Articles.		English.		American.		Sundry.		Total Value.
		Contents.	Value.	Contents.	Value.	Contents.	Value.	
Fish, shell	..	Piculs	Taels.		Taels.	..	Taels.	2,146
Flannel	..	10 60	424	43 6	1,722	..	..	200
Ginseng, American, clarified	..	10 10	100	10	100	..	..	5,773
" " crude	..	4 11	493	44	5,280	..	..	1,988
" " reclarified	..	..	..	28 40	1,988	..	..	7,172
" " Japan, 1st	..	27	4,050	20 92	3,122	..	..	1,832
" " 2nd	..	2	1,600	0 29	232	..	..	5,112
" " 3rd	..	1 24	496	11 54	4,616	..	..	169
Glass, window	..	2 81	169	..	..	..	..	8,348
Gun, myrrh	..	39,000	1,560	169,703	6,788	..	..	2,093
" oilbanum	..	4 36	74	118 74	2,019	..	..	656
" Hair cords, white	..	..	..	57 4	656	..	..	10,000
Handkerchiefs, white	..	400	300	400	10,000	..	..	9,180
Horns, deer, old..	..	150 35	902	11,173½	8,380	..	..	1,111
" rhinoceros	..	..	..	34 80	209	..	..	171
Iron, manufactures	..	6,995 89	22,737	2 14	171	..	..	41,350
" sheet	..	..	..	5,727 9	18,613	..	..	1,137
" manufactured	..	..	..	162 49	1,137	..	..	18
" wire	..	..	..	5 68	18	..	..	741
Isinglass	..	..	..	148 20	741	..	..	31,897
Lastings	..	226 65	6,346	912 54	25,551	..	..	228,240
" crape	..	5,138	77,070	10,078	151,170	..	..	3,977
" imitation	..	345	1,898	478	2,079	..	..	3,660
Lamps, glass	..	..	..	610	3,660	..	..	28
Laws, printed	..	..	..	28	28	..	..	800
Lead, in pigs	..	..	..	200	600	..	..	233,072
" sheet	..	16,159 68	113,118	17,121 48	119,854	..	..	101
Leather	..	8	80	2 10	21	..	..	10
Linen, brown	..	..	..	0 60	10	..	..	420
Long ells	..	20	140	40	280	..	..	780,634
Lustres	..	35,039	246,296	67,676	534,338	..	..	74,180
	..	5,180	25,900	9,656	48,280	..	..	

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value, Taels.	Contents.	Value, Taels.	Contents.	Value, Taels.	
Lustrés, crape ..	1,500	9,600	1,788	11,443	..	..	Taels. 21,043
" figured ..	7,836	4,153	25,546	136,390	..	..	139,547
Mangrove, bark ..	..	..	23	46	..	..	46
Matchés, wax ..	..	..	2	2	..	..	2
" wood ..	62	62	17,444	17,444	..	..	17,506
Medicine ..	..	..	8 74	87	..	..	87
Molasses ..	4 50	20	..	..	..	..	20
Mushrooms ..	96 58	2,704	423 76	11,865	..	..	14,569
Muslins ..	..	..	1,084	3,252	..	..	3,252
Mussels, dried ..	5 90	53	161 30	1,452	..	..	1,505
Needles ..	..	..	1,500	1,500	..	..	1,500
Nutmégs ..	3	90	29 2	871	..	..	961
Olives ..	0 45	5	..	..	..	..	5
Onions ..	1 20	12	..	..	..	..	12
Opium, Benares ..	32 40	11,664	49 20	17,712	..	..	29,376
" Malwa ..	1,560 50	1,061,140	2,191 47	1,490,400	..	..	2,551,540
" Patna ..	67 20	26,880	160 80	64,320	..	..	91,200
" Persian ..	35	17,500	16	8,000	..	..	25,500
Paint ..	..	..	200	200	..	..	200
Pepper, black ..	4,493 83	31,457	28,884 50	202,191	..	..	233,648
" white ..	2	20	42 30	423	..	..	443
Poplins ..	510	8,160	..	..	..	..	8,160
Prawns, dried ..	..	..	3	75	..	..	75
Preserves ..	80	9	..	..	..	..	9
Prussian, blue ..	60	33	..	..	..	..	33
Putchuck ..	15 15	454	9 13	275	..	..	729
Quicksilver ..	..	..	1,608 25	116,195	..	..	116,195
Rattans ..	..	..	67 25	304	..	..	981
Rice ..	150 90	677	250	625	..	..	625
Screws, iron ..	514	278	..	..	..	..	278
See SORTS ..	..	..	2	12	..	..	12

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Sea weed ..	Piculs	Taels. 46,595 47 1,618 33	Taels. 163,084 8,092	45,520 50 5,728 4	Taels. 159,322 28,640	Taels. 322,406 37,732	
Seeds, Lucraron..	"	..	..	52	198	198	
Sharks' fins, black	"	61 11	1,222	76 99	1,540	2,767	
" white	"	28 91	2,602	138 19	12,437	15,039	
Sheathings, yellow metal	"	..	..	30	480	480	
Shirtings, dyed ..	Pieces	123	533	1,455	6,547	7,100	
" figured	"	3,500	15,750	10,460	47,070	62,820	
" grey ..	"	198,587	774,489	358,228	1,397,090	2,171,579	
" white ..	"	20,150	86,645	40,925	175,978	262,623	
" white figured	"	150	540	5,600	20,160	20,700	
Shrimps, dried ..	Piculs	38 76	233	7 50	45	278	
Smalts ..	"	3 12	172	5 30	346	518	
Socks, cotton ..	Dozens	140	210	..	..	210	
Spanish stripes	Pieces	4,672	74,752	15,113	241,808	316,560	
Sugar, brown ..	Piculs	15,370 64	76,853	79,794 52	398,973	475,826	
" candy ..	"	..	..	46	460	460	
" white ..	"	1,393 48	9,754	13,990 12	97,931	107,685	
" cloths ..	Pieces	13,376	34,340	58,472	141,180	175,520	
Thread, gold imitation	Piculs	1 27	160	3 54	446	610	
Tickings, Russian	Pieces	..	..	362	1,170	1,170	
Timber, beams ..	"	60	120	..	..	120	
" hardwood ..	"	20	400	..	..	400	
" planks, hardwood..	"	100	100	1,615	1,615	1,715	
" planks ..	Square feet	..	..	27,800	834	834	
Tin ..	Piculs	225 64	6,769	1,972 79	59,184	65,953	
" plates ..	"	97 50	1,365	444	6,216	7,581	
Toys ..	Pieces	180	100	6	5	105	
Tweeds..	"	..	..	2,419	48,380	48,380	
Ultramarine ..	Piculs	..	..	6 72	202	202	
Umbrellas, cotton	Dozens	200	700	91 1/2	320	1,020	

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Camphor ..	Piculs	Taels. 240		Taels. 515		Taels. 765	
" icicles	10 92	..	23 38	23	..	23	
Cantharides	.. 0 76	..	1 6	18	..	18	
Caps, silk	4,280	513	..	..	..	1,076	
Capoor cutchery	3 94	79	4,690	2,665	..	2,744	
Cardamons, cleaned	64 23	1,158	167 63	3,017	..	4,165	
" husks..	1 80	18	..	..	..	18	
Carpets ..	3,870	2,324	3,850	2,310	..	4,634	
Cassia ..	..	..	1 71	85	..	85	
" buds	..	..	4 68	23	..	23	
" lignea	..	..	12 51	38	..	38	
" twigs	..	..	2 51	6	..	6	
Chalk, prepared	13 70	137	6 80	68	..	205	
Chinaware, 1st	..	..	1 53	107	..	107	
Chow chow	8 48	170	10 89	217	..	387	
Cinnabar	..	..	9 0	900	..	900	
Clams, dried	48 1	1,440	231 35	6,941	..	8,381	
Clocks ..	..	..	87	460	..	460	
Collars, satin	200	10	..	..	..	10	
Copperas ..	..	..	2 40	168	..	168	
Copper cash	26,776 96	321,204	34,406 35	412,827	..	734,031	
" manufactured	..	..	23 0	575	..	575	
" old	173 61	2,604	277 15	4,157	..	6,761	
" sheathing	..	..	22 0	396	..	396	
" ware	0 80	34	1 6	45	..	79	
" wire	..	..	0 40	15	..	15	
Coral ..	0 8	16	0 24	48	..	64	
Cornelians	..	..	1 38	276	..	276	
Cotton ..	22,421 34	392,272	63,811 24	1,116,798	..	1,509,070	
Curios ..	2	110	2	100	..	210	
Cutch ..	..	..	0 98	17	..	17	

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Cutlery ..	Piculs	Taels.		Taels.		Taels.	Taels.
Dates, black ..	5 4	50	0 12	2	..	..	52
" preserved ..	53 71	174	272 5	1,357	..	..	1,531
" red ..	21 36	427	2 10	42	..	..	469
Dressing cases ..	54 45	190	544 71	1,907	..	..	2,097
Drums ..	2	1	18	5	..	..	6
" ..	3	6	..	..	..	..	6
Dye stuffs ..	1 50	15	12 77	..	..	..	143
Earth, yellow ..	2 0	1	..	..	..	..	1
Earthenware ..	6 0	18	0 40	1	..	..	19
Ebony-ware ..	14 2	140	14 68	147	..	..	287
Eggs, fresh ..	..	..	680	2	..	..	2
" preserved ..	6,000	60	20,050	201	..	..	261
" silk worm ..	..	..	18 0	720	..	..	720
Fan cases ..	..	..	1,465	586	..	..	986
Fancy articles ..	1,000	400	3,319	578	..	..	688
Fans, bamboo ..	810	110	600	120	..	..	120
" ..	..	..	670	167	..	..	167
" feather ..	..	..	12,130	1,213	..	..	2,114
" gauze ..	9,001	901	3,170	817	..	..	23,981
" oiled paper ..	236,640	23,664	70,701	2,828	..	..	3,239
" palm-leaf, trimmed ..	10,272	411	45,875	459	..	..	459
" palm-leaf, untrimmed ..	..	..	369,744	14,790	..	..	26,457
" paper ..	291,689	11,667	20	8	..	..	8
" sandalwood ..	..	..	2,500	25	..	..	25
Feather dusters ..	..	..	..	..	..	..	163
Feet, deer ..	16 31	163	..	..	..	..	36
Fish bones ..	2 16	11	5 0	25	..	..	868
" cuttle ..	1,963 36	13,743	8,921 54	62,451	124 0	..	77,062
" dried ..	153 88	1,539	1,222 55	12,226	..	..	13,765
" maws ..	68 97	4,828	177 50	12,426	..	..	17,254
" roe ..	21 20	530	50 80	1,270	..	..	1,800
" salt ..	1,820 73	9,245	430 14	3,012	119 65	..	13,195

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Fish, shell ..	Piculs ..	Taels. 1,172	9 50	Taels. 380	..	Taels. 2,550	
Flour, pea ..	" ..	..	0 65	2	..	2	
" rice ..	" ..	..	2 40	12	..	12	
" wheat ..	" ..	..	2 11	6	..	6	
Flowers, artificial ..	" ..	1	717	7	..	8	
" dried ..	Pieces 338 15	3,040	19 5	171	..	3,211	
Foil, brass ..	Piculs 3 6	90	8 71	263	..	353	
" tin ..	" ..	251	60 8	1,200	..	1,451	
Fruits, dried ..	" ..	5,052	117 48	1,174	..	6,226	
" fresh ..	" ..	10	4 4	21	..	31	
Galangal ..	" ..	420	224 37	2,224	..	2,644	
Gambier ..	" ..	7	3 63	18	..	25	
Gamboge ..	" ..	16	5 80	175	..	191	
Ginger, dry ..	" ..	..	16 81	50	..	50	
Ginseng ..	" ..	3,240	3 14	3,140	..	6,380	
Glass, broken ..	" ..	107	65 80	66	..	173	
" spectacles ..	Pairs ..	..	28	3	..	3	
" ware ..	Piculs 46 97	1,174	95 56	2,389	..	4,563	
Glue ..	" ..	656	515 3	3,075	..	3,731	
" fish ..	" ..	54	67 1	386	..	390	
" Grasscloth, coarse ..	" ..	853	390 16	23,409	..	24,262	
" fine ..	" ..	..	0 21	34	..	34	
Gum, dragons' blood ..	" ..	..	16 84	775	..	775	
" myrrh ..	" ..	264	59 98	959	..	1,223	
" olibanum ..	" ..	517	260 62	3,128	..	3,645	
Hair, goats ..	" ..	1,036	65 52	394	..	1,430	
Hans ..	" ..	3,355	621 60	12,431	..	15,786	
Handkerchiefs ..	" ..	..	5	20	..	20	
Hartall ..	" ..	220	52 68	527	..	747	
Hats, silk ..	Pieces 50	10	46	9	..	19	
Hemp ..	Piculs 1 10	9	..	..	..	9	

Articles.		English.		American.		Sundry.		Total Value.
		Contents.	Value.	Contents.	Value.	Contents.	Value.	
Hemp, fabric	..	7,250	Taels. 4,350	18,000	Taels. 10,800	..	Taels. ..	Taels. 15,150
Hides, elephants'	..	..	..	4 20	250	..	..	250
Honey ..	..	7 0	63	..	..	..	..	63
Horns, deer, old	..	322 6	1,992	127 49	765	..	..	2,757
" rhinoceros	..	..	..	0 50	40	..	..	40
Horn ware	..	0 62	25	3 87	154	..	..	179
Indigo, dry	..	31 69	1,175	937 12	34,671	..	..	35,846
Ink ..	..	0 5	20	0 11	44	..	..	64
Ink stones	..	..	..	36	4	..	..	4
Iron, manufactured..	..	..	..	22 0	88	..	..	88
" sheet	..	8 51	60	15 49	108	..	..	168
" unmanufactured	..	..	..	38 25	153	..	..	153
" ware	..	0 10	1	235 87	1,415	..	..	1,416
Isinglass	..	63 63	1,838	76 76	2,149	..	..	3,987
Ivory ware	..	0 3	9	0 7	21	..	..	30
Jade stone	..	..	..	5 3	503	..	..	503
" ware	..	0 44	132	2 0	600	..	..	732
Joss sticks	..	0 40	3	1 5	7	..	..	10
Lacquer ware	..	5 26	368	2 33	163	..	..	531
Lamps ..	..	22	22	908	908	..	..	1,030
Lamp chimneys	..	..	..	12	25	..	..	25
" wicks	..	..	..	97 65	1,953	..	..	1,953
Lard ..	..	..	..	3 45	28	..	..	28
Lead, white	..	19 9	363	73 45	1,395	..	..	1,758
" yellow	..	87 75	1,667	396 95	7,542	..	..	9,209
Leather	..	5 24	60	1 60	22	..	..	82
" ware	..	3 45	103	4 84	6	..	..	109
Lichees, dried	..	..	..	619 57	3,098	..	..	3,098
Lily seeds or lotus nuts	..	7 47	112	5 98	90	..	..	202
Liquorice..	..	52 46	1,049	124 12	2,482	..	..	3,697
Lungngans	..	682 28	8,188	1,321 32	15,856	8 28	166	24,044

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
		Taels.		Taels.		Taels.	Taels.
Lungans, pulp	6 53	65	378 8	3,782	..	..	3,847
Mats, rattan	100	50	80	40	..	..	90
" straw	18	2	23,090	2,771	260	31	2,804
" ten	..	..	17,880	1,788	..	..	1,788
Mating ..	2,500	7,500	16,730	50,194	..	..	57,694
Meats, salted	144	..	44 29	310	..	..	454
Medicine ..	8,946 39	89,464	8,915 62	89,156	380 42	3,804	192,424
" tea	..	..	11 43	249	..	..	249
Mirrors ..	1,144	57	2,445	123	..	..	180
" with frames	5,800	580	2,530	253	..	..	833
Molasses ..	..	..	4 2	8	..	..	8
Mushrooms	20 37	570	5 15	145	..	..	715
Musk ..	0 34	2,040	3 75½	22,530	..	..	24,570
Mussels, dried	1,223 74	11,014	858 26	7,724	..	..	18,738
Nankens	14 11	1,128	22 41	1,793	..	..	2,921
Olives, fresh	80 41	482	91 66	550	..	..	1,032
Opium, pipes	..	..	52	5	..	..	5
" prepared	0 25	200	59	472	..	..	672
Ornaments	160	160	1,221	1,221	..	..	1,381
Paint ..	3 96	396	14 43	1,443	..	..	1,839
" green	0 70	35	25 43	1,272	..	..	1,307
Paper, 1st	70 39	2,112	169 92	5,097	..	..	7,209
" 2nd	3 35	17	4 58	23	..	..	40
" hangings	280	30	..	..	..	..	30
" oiled	..	..	5 7	76	..	..	76
" rice	2 60	73	76	21	..	..	94
Peas ..	..	..	12 41	30	..	..	30
Peel, orange	172 5	3,441	156 16	3,123	..	..	7,564
" pumelo, 1st	10 37	166	47 59	761	..	..	927
" 2nd	..	..	1 85	11	..	..	11
Pewter ware	..	..	2 93	59	..	..	59

Articles.	English.			American.			Sundry.			Total Value.
	Piculs	Contents.		Value.	Contents.	Value.	Contents.	Value.		
		Taels.	Taels.					Taels.	Taels.	
Pickles ..	..	..	1	14 54	145	..	..	..	145	
Pictures ..	..	10	..	296	30	..	..	..	31	
" glass ..	..	..	..	200	20	..	..	..	20	
Pipes, bamboo ..	..	..	..	404	4	..	..	..	4	
Plasters ..	..	..	..	750	30	..	..	..	30	
Potash ..	..	..	..	11 30	45	..	..	..	45	
Prawns, dried ..	..	13 55	339	143 59	3,590	..	..	..	3,929	
Preserves ..	..	18 97	379	159 32	3,186	..	..	..	3,565	
Purses, ..	..	472	94	134	27	..	..	..	121	
Putchrock ..	..	19 33	580	52 7	1,562	..	..	..	2,142	
Raisins ..	..	5 55	44	4 54	37	..	..	..	81	
Rattans, split ..	..	70 4	490	372 27	2,606	..	..	..	3,096	
" ware ..	..	0 48	5	1 60	16	..	..	..	21	
Rhubarb ..	..	36	36	10	200	..	..	..	236	
Rice, red ..	..	2 29	387	27 5	379	..	..	..	766	
Ropes, straw ..	..	27 67	..	189	40	..	..	..	40	
Rouge ..	..	3 18	982	376 43	2,865	..	..	..	3,847	
Rugs ..	..	..	..	29	40	..	..	..	40	
Safflower ..	..	..	..	9 60	816	..	..	..	816	
Sago ..	..	..	..	1	2	..	..	..	2	
Samshoo ..	..	71	497	118 45	829	..	..	..	1,326	
Sea blubber ..	..	501 41	3,510	2,042 11	14,295	..	..	..	17,805	
" grass ..	..	6 50	25	35	2	..	..	..	27	
" weed ..	..	506 29	2,025	329 94	1,320	..	..	..	3,345	
Stockings ..	..	300	24	860	69	..	..	..	93	
Strings, guitar ..	..	0 8	10	..	..	..	..	..	10	
" silk ..	..	10	42	..	..	..	..	..	42	
Sugar, brown ..	..	8,887 21	44,436	54,593 92	272,970	..	..	..	317,406	
" candy ..	..	..	..	1,963 5	19,613	..	..	..	19,631	
" ..	..	4,808 41	33,659	24,268 92	169,882	..	..	..	203,541	
Sundries ..	..	..	879	..	1,312	..	..	..	2,191	

NATIVE GOODS re-exported to Native Ports.

Articles.		English.		American.		Sundry.		Total Value.
		Contents.	Value.	Contents.	Value.	Contents.	Value.	
			Taels.		Taels.		Taels.	Taels.
Dates, red	Piculs			32	112			112
Fish, cuttle				320.63	2,300			2,300
" salt				10	70			70
Hams		13.48	270					270
Horns, deer, old				4.65	28			28
Leatherware				.83	25			25
Musk				1.34	4,000			4,000
Mussels, dried		2.80	25	4.10	37			62
Shrimps, dried				1.60	11			11
Silk piece goods				.83	581			581
" ribbons				.70	400			400
Sugar, white		246.60	1,000					1,000
Tea		141.09	8,045					8,045
Total value								16,904

NATIVE Produce re-exported to Foreign Ports.

ENGLISH.

Article and Ship.	Contents.	Value.	Total Value.
	Piculs.	Taels.	Taels.
Tea, per Fire Queen, London ..	285 60	14,000	..
" " Lauderdale, London ..	690 22	20,200	..
Total ..	975 92	..	34,200

EXPORTS to Foreign Countries.

ENGLISH.

Article.	Ship.	Contents.	Value.	Total Value.
		Packages.	Taels.	Taels.
Curios ..	Napoleon III. ..	7	300	
" ..	E. Nicholson ..	3	450	
		Piculs.		750
Gallnuts ..	Napoleon III. ..	127 97	850	
				850
Rhubarb ..	Min ..	51 32	4,000	
				4,000
Tea ..	Eliza Shaw ..	7,178 15	270,682	
" ..	Guinivere ..	6,655 69	238,932	
" ..	Min ..	6,276 61	248,670	
" ..	Highflyer ..	9,812 56	389,970	
" ..	Sir Lancelot ..	8,762 38	338,460	
" ..	Hoang Ho ..	5,330 11	184,630	
" ..	Napoleon III. ..	5,447 76	180,995	
" ..	Fire Queen ..	6,863 50	213,800	
" ..	Gossamer ..	6,929 38	206,860	
" ..	Lauderdale ..	8,436 43	244,794	
" ..	H. Nicholson ..	5,212 67	132,380	
" ..	E. Nicholson ..	3,610 57	70,666	
				2,715,839
Tea dust ..	Napoleon III. ..	133 34	1,000	
" ..	Lauderdale ..	245 61	2,200	
" ..	E. Nicholson ..	947 78	6,287	
				9,487
Total ..				2,730,926

EXPORTS to Native Ports.

Articles.		English.		American.		Sundry.		Total Value.
		Contents.	Value.	Contents.	Value.	Contents.	Value.	
Almonds ..	Piculs	921 77	720	16 25	565	..	Taels. 505	
Alum, green	"	1 30	20	70 25	1,230	100	50	2,000
Aniseed ..	"	629 6	2,951	199 63	..	..	..	20
Arsenic ..	"	0 15	4	1 23	921	..	..	3,872
Bags, old ..	"	140	1	..	4	..	..	8
Bamboo pipe-stems ..	Pieces	103 80	236	441 72	..	..	..	1
" shot ..	Piculs	3 84	12	13	949	..	..	1,185
" split ..	"	41 9	66	98 64	30	..	..	42
" ware ..	"	115	160	187 0	201	..	..	267
Bark ..	"	6 96	505	10 9	232	..	..	392
Bones, tiger ..	Pairs	26	12	136	592	..	..	1,097
Boots ..	Piculs	5 48	318	7 16	97	..	..	109
Brassware ..	Pieces	2,509	30	1,323	247	..	..	565
Bricks, fire ..	"	3,500	10	..	12	..	..	42
Brushes, Chinese pencils	"	0 20	1	..	..	..	..	10
" shoe ..	"	0 91	13	3 20	..	..	..	1
Cantharides ..	"	..	..	1,000	50	..	..	63
Caps, felt ..	Pieces	60	60	1,191	110	..	..	110
Carpets ..	"	..	..	6 50	532	..	..	592
Chalk, prepared ..	Piculs	12,457 40	12,366	9,424 58	15	..	..	15
Charcoal ..	"	122 0	233	390 25	9,492	..	..	21,858
Chestnuts ..	"	56 38	336	316 45	860	..	..	1,093
Chiles ..	"	1 20	3	5 87	1,888	..	..	2,224
China ware, coarse ..	"	0 60	5	..	29	..	..	32
" fine ..	"	985 17	4,485	1,520 80	..	..	..	5
China root ..	"	32 46	295	213 79	8,588	113	535	13,608
Chow chow ..	"	12 50	578	17 81	1,756	..	..	2,051
Cinabar ..	"	..	..	..	902	..	..	1,480

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Clothing, fur	..	Taels.	101	Taels.	..	Taels.	Taels.
Coal ..	34,740 0	8,822	149,181 40	50,423	..	..	240
Coir ..	2 0	8	17 25	27	..	..	59,245
Copperas ..	..	..	2 40	150	1 0	2	37
Copper cash	741 61	8,522	4,609 90	53,275	..	..	150
" manufactured	20 6	1,164	..	..	..	..	61,797
" old	0 56	5	0 30	10	..	..	1,164
" ore	63 85	2,839	82 58	3,321	..	..	15
" unmanufactured	84 10	3,852	97 20	3,722	..	..	6,160
" ware	..	..	5 0	200	..	..	7,574
Dates, preserved	81 82	735	148 0	1,337	..	..	200
" red	10 10	110	115 11	640	..	..	2,172
Dye stuff	427 42	1,561	1,778 46	3,245	..	..	750
Earth, red	40 0	30	117 50	78	..	..	4,806
Eggs, preserved	..	..	300 0	2	..	..	108
Fans, palm-leaf	1,300	20	..	..	..	..	2
" paper	2,075	61	1,570	44	..	..	20
Feathers ..	4 70	30	9 20	80	..	..	105
Felt, in pieces	..	..	899 0	310	..	..	110
" for shoes	66 14	750	21 80	180	..	..	310
Firewood	2,061 0	414	3,904 0	1,586	..	..	930
Fireworks	2,127 11	16,237	2,167 67	15,683	..	..	2,000
Fish, salt	5 45	16	6 52	31	..	..	32,920
Fruits, dried	224 26	1,290	328 4	1,320	..	..	47
" fresh	..	..	49 0	83	..	..	2,610
Pungus ..	2,202 65	67,843	6,365 75	196,393	9 50	320	83
Galangal	..	..	12 40	124	..	..	284,556
Gall nuts	2,550 8	15,714	4,926 77	32,106	36 20	140	124
Ginger, fresh	..	..	18	20	..	..	58,060
Grass cloth, coarse	248 7	12,270	3,798 50	243,103	..	..	20
" fine	2 26	315	..	..	..	..	255,373
							315

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Gypsum ..	18,550 0	Taels. 6,945	33,150 0	Taels. 13,066	3,300 0	Taels. 1,349	Taels. 21,360
Hair, cow ..	..	..	0 44	24	..	..	24
" goats' ..	217 10	1,176	84 50	466	..	..	2,642
Hams ..	6 70	134	0 92	6	..	..	140
Hartall ..	29 43	354	29 72	798	..	..	1,152
Head dresses, horse hair ..	..	..	3,000	40	..	..	40
Hemp ..	8,100 39	79,178	22,399 48	254,612	..	..	333,890
Hides, buffalo ..	..	..	11 20	750	..	..	750
" cow ..	143 97	1,537	68 94	1,866	..	..	3,403
Hones ..	50	10	640	6	..	..	16
Honey ..	10 0	94	3 0	30	..	..	124
Hoofs, cattle ..	..	..	2 90	11	..	..	11
Horns, buffalo ..	25 70	80	..	..	..	..	80
" deer, young ..	..	..	27	800	..	..	800
Hornware ..	..	..	0 60	10	..	..	10
Indigo, liquid ..	154 30	895	934 80	4,400	..	..	5,295
Ink ..	7 80	470	..	..	..	..	470
Iron, manufactured ..	..	..	678 34	1,159	..	..	1,159
" old ..	..	1,952	775 15	824	..	..	2,776
" ore ..	1,785 25	..	600 0	900	..	..	900
" unmanufactured ..	1,214 0	1,814	..	..	..	..	1,814
" ware ..	191 45	726	436 80	1,282	2 30	4	2,012
Joss sticks ..	..	..	7 63	15	..	..	15
Lacquer ware ..	..	..	0 11	1	..	..	1
Lead, red ..	..	60	5 87	212	..	..	272
" white ..	..	..	9 30	120	..	..	120
Lead, yellow ..	..	..	0 75	10	..	..	54
Leather ..	513 7	12,230	513 98	14,756	..	..	26,986
" green ..	0 90	28	3 64	132	..	..	160
" strips ..	19 47	634	1 40	20	..	..	654
Lilies, dried ..	2,003 11	15,716	10,435 34	92,600	..	..	108,316

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Lily seed ..	846 37	Taels. 13,513	3,070 17	Taels. 47,048	12 40	Taels. 160	Taels. 60,721
Liquorice ..	8 6	30	38 80	166	..	..	196
List, old ..	..	..	0 90	25	..	..	25
Malachite ..	2 59	80	..	..	..	..	80
Manure cakes	96 80	70	173 0	86	..	..	156
Mats, bamboo	500	110	99	8	..	..	118
" coir ..	13	5	63	35	..	..	40
" straw ..	..	..	226 0	27	..	..	27
Meats, salted	1 25	10	0 76	5	..	..	15
Medicine ..	9,616 2	57,853	20,993 77	153,292	342 56	1,300	212,445
Musk ..	3 70	16,356	7 87½	30,578	..	..	47,934
Mussels, dried	..	..	1 10	30	..	..	30
Nankeens ..	573 28	43,354	2,227 31	155,969	..	..	209,323
Nuts, ground	0 40	2	..	..	..	..	2
" white ..	..	..	7 20	20	..	..	20
Oil, tea ..	471 11	4,220	852 42	7,821	1 50	9	12,050
" wood ..	81,279 14	618,853	99,869 58	1,008,158	..	..	1,627,011
Paint, green	0 70	30	1 20	75	..	..	105
Paper, gilt	..	..	0 90	100	..	..	100
" oiled ..	28 54	321	77 40	992	..	..	1,313
" 1st ..	604 16	10,373	628 73	10,114	..	..	20,487
" 2nd ..	3,625 32	16,804	13,345 93	57,957	15 95	29	74,790
Peel, punelo	..	..	2 0	6	..	..	6
Plums, black	119 33	500	146 90	580	..	..	1,080
Potash ..	..	..	11 30	70	..	..	70
Powder, shell	..	..	73 48	750	..	..	750
Raisins ..	29 26	230	173 48	990	..	..	1,220
Rattans, split	22 30	150	..	..	..	..	150
" ware ..	0 70	10	3 32	45	..	..	55
Resin ..	44 95	101	103 20	201	..	..	302
Rhubarb ..	725 30	30,567	2,169 59	71,210	..	..	101,777

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Safflower ..	1,216 26	Taels. 96,189	1,758 45	Taels. 145,557	..	Taels. 241,746	
Sanshoo ..	10 52	72	7 90	52	..	124	
Seeds, soap.	168 12	138	87 60	121	..	259	
Shrimps, dried	3 20	60	..	..	..	60	
Silk piece goods, Szechuen	3 68	910	0 50	100	..	1,010	
" refuse.	12 70	260	108 86	3,356	..	3,616	
" Szechuen, yellow	155 91	43,306	363 3	100,973	..	144,279	
Sinews, cow.	0 80	20	..	..	..	20	
" goat	..	..	2 1	40	..	40	
Skins, asses.	7 96	130	12 0	90	..	220	
" cat.	3	3	..	..	..	3	
" deer	..	..	200	30	..	30	
" dog	29 50	209	..	..	..	209	
" goat	28	30	226	600	..	630	
" lamb.	16	4	..	..	..	4	
" rabbit,	410	6	..	..	..	6	
" sheep.	3 10	70	11 41	1,140	..	1,210	
Soap ..	..	..	8 29	22	..	22	
Soot. ..	240 8	1,800	292 69	1,997	..	3,797	
Spelter ..	1,038 0	3,625	400 0	1,450	..	5,075	
Steel ..	2,786 70	26,355	1,276 40	8,554	..	34,909	
Sticklac ..	1 80	10	..	..	..	10	
Stockings..	2,420	230	..	..	..	230	
Strings, bow	24 68	302	102 56	1,243	..	1,545	
" cash,	34 18	206	10 40	82	..	288	
" leather	2 32	40	19 96	238	..	278	
" animal.	2	24	8 27	125	..	149	
Tallow, vegetable	11,120 78	114,561	26,332 54	302,380	..	417,941	
" ..	79,222 88	2,157,182	115,415 25	2,889,084	..	5,046,272	
" brick..	14,674 34	108,850	18,004 75	135,834	..	244,684	
" dust..	5,267 16	37,654	7,054 9	52,592	..	90,246	

Articles.	English.		American.		Sundry.		Total Value.
	Contents.	Value.	Contents.	Value.	Contents.	Value.	
Thread, gold ..	Picul ..	Taels.	0 7	Taels.	..	Taels.	12
Timber, beams ..	Pieces ..	100	..	..	..	..	100
" coffin wood ..	..	1,314	385	546	286	155	2,015
" planks, hard wood ..	..	20	..	..	..	..	20
" " soft wood ..	..	175	..	..	..	..	175
" poles ..	Pieces ..	28,485	..	..	400	210	28,695
Tin ..	Piculs ..	100	..	..	..	..	100
" ware ..	..	20	0 60	10	..	..	30
Tobacco, leaf ..	..	6,949	11,765 39	97,169	..	..	104,118
" prepared ..	..	97,195	39,168 0	792,243	..	..	890,438
Treasure ..	..	1,430,178	.. 5 50	3,041,463	..	..	4,471,641
Turmeric ..	..	..	30,343	15	..	..	15
Umbrellas ..	Pieces ..	1,282	..	3,379	..	..	4,661
Varnish ..	Piculs ..	42,748	2,435 79	72,887	22	4	115,639
Vegetables ..	..	..	0 50	3	..	..	3
Vermicelli ..	..	644	1,878 96	12,219	..	..	13,863
Vermillion ..	..	80	7 18	428	..	..	508
Walnuts ..	..	159	..	..	..	..	2,967
" shelled ..	..	347	1,300 26	2,620	..	..	8,896
Wax, bees' ..	..	1,280	1,350 29	7,616	..	..	6,002
" white ..	..	966	140 4	5,036	..	..	381,476
Wood, dye ..	..	93,633	2,180 66	287,843	..	..	120
" ware ..	..	..	108 40	120	..	..	269
Wool ..	..	137	19 34	132	..	..	30
..	..	30	..	..	..	..	..
Total ..	..	..	..	..	..	..	15,978,576

TABLE of Duties, &c., Collected at Hankow during the year 1866.

			Taels	m.	c.	c.
Import duties	..	..	2,380	7	0	2
Export ditto	..	..	915,854	8	8	1
Coast trade ditto	..	..	620	7	0	1
Tonnage dues	..	..	3,090	0	0	0
Coast trade duties on river steamers paid in advance	..	..	98,256	2	2	3
Transit dues on foreign goods for interior..			23,950	5	1	0
Ditto ditto on native goods from interior..			46,872	7	5	6
		Taels	1,081,025	7	7	3
Drawbacks	..	..	28,627	3	8	3
			1,052,398	3	8	8
Total, 1865	..	..	943,436	8	1	6
Total, 1864	..	..	289,597	6	3	7

No. 12.

Consul Robertson to Mr. Hammond.—(Received June 20.)

Sir,

Canton, May 9, 1867.

I HAVE the honour to forward a Report on the Trade at the Port of Macao for the year 1866, furnished by Mr. Lança, Her Majesty's Consular Agent at that place, together with three inclosures.

No. 1. Return of Trade at the Port of Macao.

No. 2. Return of British and Foreign Merchant Shipping arrived and despatched.

No. 3. Return of Chinese Emigrants.

To which I have added a comparative statement showing the numbers and destinations of Chinese emigrants dispatched from Macao, and the nationality, number, and tonnage of the vessels employed, during the years 1864, 1865, and 1866, from which it will be seen that the increase in emigration in 1865 over 1864 was above 27 per cent.; and that of 1866 over 1865 above 67 per cent.

I have, &c.

(Signed)

D. B. ROBERTSON.

Inclosure in No. 12.

*Report of Trade at the Port of Macao for the Year ending
December 31, 1866.*

THE improvement noticed in my last Report of Trade at this port has continued as regards the native trade, while the foreign shows a considerable decrease, which, indeed, may have been expected on the face of the most unfortunate results attending the China business generally for the past season. From the Return accompanying herewith it will be observed that the import trade (mostly native) has increased from 6,840,331 dollars, in 1865, to 8,012,809 dollars in 1866, showing an increase of 1,172,478 dollars; while the export (consisting chiefly of teas and general cargo for India and Europe on foreign account) shows a decrease from 4,665,361

dollars, in 1865, to 3,768,007 dollars in 1866, or 897,354 dollars less in value.

The above remarks on the foreign trade of this port for the past year will also apply to the shipping generally, as the Return herewith will show the number of arrivals of British vessels amounting only to 40, measuring 19,090 tons, in 1866, while, in 1865, there were 61 vessels, measuring 27,187 tons; arrivals of foreign vessels were 135, measuring 64,134 tons, in 1866, against 197 vessels, measuring 79,071 tons, in 1865.

The demand for coolies have increased during the past year to a very considerable point, and the trade have gone on under the usual surveillance of the local Government; and the Return of Emigrants herewith will show that the number of vessels dispatched with coolies during the past year has been 61, measuring 41,843 tons, carrying 22,901 emigrants in all, being 43 vessels, measuring 27,708 tons, carrying 15,517 emigrants for Havana, and 18 vessels, measuring 14,135 tons, carrying 7,384 emigrants for Peru, thus showing an increase to the former place of 25 vessels, measuring 18,262 tons, carrying 10,310 emigrants; while, for Peru, it shows a decrease of 2 vessels, measuring 851 tons, and 1,033 emigrants. The emigration season for Havana is now closed for sailing-vessels, only steamers being allowed to carry them during the south-west monsoon.

(Signed) E. L. LANCA, *Consular Agent.*

British Consular Agency, Macao,
December 31, 1866.

(No. 1.)—RETURN of Trade at the Port of Macao during the Year ending December 31, 1866.

Description of Goods.	Imports.		Exports.	
	Quantity.	Estimated Value.	Quantity.	Estimated Value.
		Dollars.		Dollars.
Rice ...	Piculs ...	214,573	Piculs ...	1,210
Tea ...	Chests ...	4,337	Chests ...	77,726
Chinese umbrellas ...	Boxes ...	41	Boxes ...	2,198
Preserves ...	" ...	525	" ...	712
Tin ...	Piculs ...	422	Piculs ...	270
Specie (treasure) ...	" ...	1,224,668	" ...	1,562,980
China medicine ...	Boxes ...	282	Boxes ...	654
Birds' nests ...	" ...	73	" ...	269
Copper ware ...	Piculs ...	12	" ...	33
Pepper ...	" ...	5,657	Piculs ...	20
Salted pork ...	Casks ...	307	Casks ...	28
China tobacco ...	Boxes ...	48	Boxes ...	7,406
Wine ...	Casks ...	87	Casks ...	3
Calico ...	Bales ...	183	Bales ...	315
Sugar ...	Piculs ...	15,009	Piculs ...	9,765
Cigars ...	Cases ...	167	Cases ...	43
Sapan wood ...	Piculs ...	4,156	Piculs ...	1,694
Mangrove bark ...	" ...	750	" ...	2,500
Sandal wood ...	" ...	4,974	" ...	400
Copper cash ...	" ...	11	" ...	270
Salted fish ...	" ...	600	" ...	69
Vermilion ...	Boxes ...	6	Boxes ...	101
Flour ...	Bags ...	248	Bags ...	8,384
	Piculs ...	30		250
	Casks ...	14		2,626
Raw silk ...	Boxes ...	926	Boxes ...	102
				627
				197,800
China paper ...	Bales ...	81	Bales ...	5,963
				21,641
				35,690
Rattans ...	Piculs ...	17,487	Piculs ...	406
				3
				1,277
Lamp oil ...	" ...	4,040	Piculs ...	115
				1,500
				1,400

Description of Goods.	Imports.		Exports.	
	Quantity.	Estimated Value.	Quantity.	Estimated Value.
		Dollars.		Dollars.
Opium—				
Patna	Chests	5,696 3,466,620	Chests	2 1,250
Benares	3,155 1,853,043			
Malwa	9 6,450			
Turkey	216 102,990			
Betel nut	Piculs	8,148 30,583		
Cotton	Bales	729 17,083		
Shark fins	Piculs	140 2,070		
Bicho de mar	22 10,657 62,051			
Biscuits	28 196			
Dried shrimps	43 261			
Woolen blankets	Bales	105 11,565		
Salted beef	Casks	480 11,492		
Cocoa-nut oil	Jars	11 88		
Wax	Piculs	69 2,998		
Shell	55 3,567			
Old copper	63 1,270			
Coffee	Bags	100 1,800		
Molasses	Boxes	43 300		
Rosewood	Piculs	230 1,679		
Ebony wood	29 4,179 9,836			
Seaweed	31 98			
Almonds	Bales	97 1,940		
Lead, in pigs	Piculs	1,944 10,361		
Straw hats	Boxes	39 780		
Hemp rope	Pieces	177 2,124		
Coals	Piculs	1,441 10,092		
Cocoa nuts	54,800 520			
Buffalo horns	Piculs	55 275		
Soap	Boxes	50 150		
Serge	Bales	2 200		
Oxen horns	Piculs	168 771		
Narra wood	Pieces	45 900		
Sesame	Piculs	387 2,010		
Fish skin	33 3,000			
Dried fish	817 2,874			
Gunpowder	Kegs	760 1,800		
Tapioca	Piculs	300 1,800		
Buffalo hides	342 1,640			
Green peas	1,062 1,739			
Merchandise	316 1,260			
Black wood	Packages	1,142 2,500		
Tortoise	Piculs	7 300		
Teak	Pieces	75 750		
Hides	Piculs	400 200		
Grass cloth	272 1,150			
Peppermint oil	Pieces	1,352 1,276		
Wheat			Boxes	43 26,500
Salt			72 320	
Coral			Bags	1,084 1,168
Tortoise combs			Piculs	1,800 600
Alum			Box	1 420
Hones			Packages	1 9
Sago			Tubs	6 60
Lard			300 8	
Gold thread			Bales	10 40
Granite stones			Casks	109 872
Saltpetre			Boxes	3 1,500
Gold leaf			Pieces	6,030 300
Tin plates			Piculs	140 1,500
Gin			33 1 2,500	
Bamboo hats			Boxes	135 675
Bricks			922 1,866	
Rattan chairs			Bales	21 126
Empty baskets			90,000 335	
Indigo			169 382	
Camphor-wood trunks			12 36	
Cassia lignea			Tubs	44 2,492
Aniseed oil			Sets	19 100
Fire-crackers			Boxes	3,474 48,863
China shoes			33 633 31,810	
Salted garlic			5,562 55,624	
Cassia buds			30 2,940	
Jars			Jars	497 900
Joss sticks			Boxes	297 3,450
China vernicelli			14,913 2,360	
Empty boxes			Boxes	3,613 16,861
Silk handkerchiefs			1,251 2,167	
			500 500	
			Boxes	141 74,063

Description of Goods.	Imports.			Exports.		
	Quantity		Estimated Value.	Quantity.		Estimated Value.
			Dollars.			Dollars.
China-root ...	...	...	...	Boxes ...	459	760
Flower-pots ...	...	...	...	...	18	34
Trunks ...	...	...	...	Sets ...	270	2,812
" lacquered ...	...	...	...	Boxes ...	44	3,948
Rattan baskets ...	...	...	...	...	30	43
Wood ware ...	...	...	...	Boxes ...	18	1,058
Ivory ware ...	...	...	...	" ...	1	240
Counting-board ...	...	...	...	" ...	24	360
Sauce ...	...	...	...	Jars ...	15	150
Ink ...	...	...	...	Boxes ...	23	261
Glass ...	...	...	...	" ...	3	88
Arsenic ...	...	...	...	" ...	237	1,070
Provisions ...	...	...	...	" ...	3,875	11,183
Copper-plates ...	...	...	...	" ...	5	200
Lacquered ware ...	...	...	...	" ...	19	2,155
Paint oil ...	...	...	...	" ...	38	494
Galangal ...	...	...	...	{ Piculs ...	13	630
				{ Tubs ...	100	300
				{ Bales ...	1,575	4,319
				{ Piculs ...	529	4,339
				{ Boxes ...	6,494	15,445
				{ Baskets ...	2,350	45
				{ Pieces ...	24	480
				{ Tubs ...	845	66,573
				{ Boxes ...	63	1,530
				{ Piculs ...	837	1,422
				{ Baskets ...	6,564	4,071
				{ Bales ...	1,665	3,988
				{ Bundles ...	660	1,846
				{ Packages ...	752	3,860
				{ Pieces ...	279,800	7,300
				{ Bales ...	24	100
				{ Rolls ...	90	1,000
				{ Bales ...	216	216
				{ Boxes ...	16	2,540
				{ Jars ...	6	70
				{ Boxes ...	640	640
				{ Sets ...	171	598
				{ Baskets ...	188	3,179
				{ Piculs ...	320	640
				{ Bales ...	40	200
				{ Boxes ...	6	120
				{ Boxes ...	2,536	40,091
Total ...	...	...	8,012,809	...	...	3,768,007

N.B.—Cargoes imported and exported by native passage-boats plying daily between this and Hong Kong, as well as Canton river ports, are not included in the above Return, which comprises only native coasting junks and foreign vessels, including steamers, running daily to and from Hong Kong and Canton.

(Signed) E. L. LANCA, *Consular Agent.*
British Consular Agency, Macao, December 31, 1866.

(No. 2.)—RETURN of British and Foreign Merchant Shipping at, and Departed from, the Port of Macao, during the Year ending December 31, 1866.

ARRIVED.

Flag.	No. of Vessels.	Tonnage.	Where from.	Cargo.
British ...	14 vessels ...	8,139	Whampoa ...	Teas.
" ...	4 " ...	1,446	Saigon ...	Rice.
" ...	1 " ...	224	Callao ...	Ballast.
" ...	1 " ...	130	Put back ...	General.
" ...	9 " ...	3,892	The coast of China, Straits, and East India ports ...	Ditto.
" ...	9 " ...	4,941	Ditto ...	Ballast.
" ...	1 steamer ...	135	Hong Kong ...	General.
" ...	1 " ...	183	Hocy-how ...	Ballast.
Total ...	40 vessels ...	19,090		
Foreign ...	2 vessels ...	1,825	Havaru ...	Ballast.
" ...	11 " ...	3,321	Saigon ...	Rice.
" ...	1 " ...	174	Bangkok ...	Ditto.
" ...	1 " ...	301	New Zealand ...	Ballast.
" ...	2 " ...	797	Hong Kong ...	Rice.
" ...	1 " ...	230	Sual ...	Ditto.
" ...	1 " ...	191	Macassar ...	Ditto.
" ...	1 " ...	261	Corimao ...	Ditto.
" ...	1 " ...	198	Hong Kong ...	Coal.
" ...	1 " ...	184	Singapore ...	Timber.
" ...	1 " ...	240	Put back ...	General.
" ...	26 " ...	7,284	The coast of China, Straits, and East India ports ...	Ditto.
" ...	86 " ...	49,128	Ditto ...	Ballast.
Total ...	135 vessels ...	64,134		
Grand total ...	175 vessels ...	83,224		

DEPARTED.

Flag.	No. of Vessels.	Tonnage.	Where to.	Cargo.
British ...	14 vessels ...	8,087	London ...	Teas.
" ...	2 " ...	679	Ditto ...	Cassia.
" ...	1 " ...	270	New York ...	General.
" ...	7 " ...	2,625	The coast of China, Straits, and East India ports ...	Ditto.
" ...	10 " ...	5,517	Ditto ...	Ballast.
" ...	2 steamers ...	318	Hong Kong ...	Ditto.
Total ...	36 vessels ...	17,496		
Foreign ...	1 vessels ...	316	London ...	Teas.
" ...	1 " ...	306	Saigon ...	Ditto.
" ...	1 " ...	275	London ...	General.
" ...	1 " ...	238	Hamburg ...	Ditto.
" ...	3 " ...	645	Ditto ...	Cassia.
" ...	44 " ...	12,679	The coast of China, Straits, and East India ports ...	General.
" ...	24 " ...	8,349	Ditto ...	Ballast.
" ...	1 steamer ...	114	Hong Kong ...	Ditto.
" ...	1 " ...	1,300	Whampoa ...	Ditto.
Total ...	77 vessels ...	24,222		
Grand total ...	113 vessels ...	41,718		

(Signed) E. L. LANCA, *Consular Agent.*
British Consular Agency, Macao, December 31, 1866.

(No. 3).—RETURN of Chinese Emigrants despatched from the Port of Macao under Local Regulations, during the Year ending December 31, 1866.

Date.	Name of Vessels.	Flag and Rig.	Tons.	Whither bound.	Emigrants.
1866.					
Jan. 4	Mina ...	Swedish barque	550	Havana ...	341
4	Sovinto ...	Russian ditto	571	Ditto ...	317
5	Ammerland ...	Oldenburg ditto	860	Ditto ...	225
8	Italia (late Antonia Terry) ...	Italian ship	986	Ditto ...	486
12	Lombard ...	French ditto	453	Ditto ...	266
24	Josefita ...	Portuguese ditto	1,142	Ditto ...	537
29	Carl ...	Hamburg schooner	338	Callao ...	200
Feb. 1	Baron Kellner ...	Austrian barque	381	Havana ...	232
3	Compania Maritima del Peru, No. 2.	Peruvian ship	1,076	Callao ...	635
7	Mousse de Nantes ...	French barque	365	Havana ...	210
7	Antoinette ...	Ditto	376	Ditto ...	240
11	Constantine ...	Norwegian barque	517	Ditto ...	291
14	Guadalupe ...	Spanish ship	913	Ditto ...	454
17	Catalina ...	Italian barque	309	Callao ...	193
March 2	Bengali ...	French ditto	432	Havana ...	290
2	Independant ...	French ship	569	Ditto ...	331
8	N. Canevaro ...	Italian ditto	1,215	Callao ...	662
9	Encarnacion ...	Spanish barque	567	Havana ...	263
15	Altagracia ...	Ditto	420	Ditto ...	361
15	Burdeos y Olabana, No. 1	Ditto	440	Ditto ...	224
22	Emana ...	Chilian brig	301	Callao ...	125
24	D. Maria Pia ...	Portuguese ship	774	Havana ...	351
24	J. A. U. ...	Spanish ditto	525	Ditto ...	323
24	Burdeos y Olabana, No. 2	Spanish barque	440	Ditto ...	242
31	David ...	French ship	842	Ditto ...	427
April 8	Denis ...	French barque	588	Ditto ...	333
10	Amalia ...	Italian ditto	344	Callao ...	241
10	Uncowah ...	Italian ship	988	Ditto ...	456
10	Luisa Canevaro ...	Ditto	1,206	Havana ...	698
20	Colombo ...	Ditto	775	Callao ...	370
21	Juliao ...	Portuguese barque	834	Ditto ...	476
May 6	Dolores Ugarte ...	Portuguese ship	1,283	Ditto ...	670
10	Camilo Cavour ...	Italian ditto	1,326	Ditto ...	634
12	Cataluna ...	Spanish steamer	1,300	Havana ...	473
31	Lima ...	Italian barque	328	Callao ...	148
June 3	Tereza ...	Italian ship	1,094	Ditto ...	613
20	Fry Bentos ...	Ditto	471	Ditto ...	360
21	R. Pralongo ...	Ditto	890	Ditto ...	455
Sept. 23	Amalia ...	Bremen barque	449	Ditto ...	252
Oct. 4	Suemee ...	Russian ship	792	Havana ...	526
4	Loyola ...	Spanish barque	567	Ditto ...	372
4	Medoc ...	French ditto	684	Ditto ...	357
7	Eugene et Adele ...	Ditto	853	Ditto ...	466
15	Joven Thomas ...	Portuguese ship	700	Ditto ...	400
16	Falcon ...	Russian barque	462	Ditto ...	249
18	Bilbaina ...	Spanish ship	673	Ditto ...	492
25	Luisita ...	Ditto	1,049	Ditto ...	558
Nov. 2	Nina ...	Portuguese ditto	1,099	Ditto ...	549
10	America ...	Italian ditto	1,454	Callao ...	622
11	Aurcliana ...	Spanish barque	482	Havana ...	313
15	Sagittaire ...	French ditto	329	Ditto ...	165
16	Gica ...	Portuguese ship	499	Ditto ...	288
16	Avon ...	Russian ditto	1,086	Ditto ...	551
22	Dos Hermanos ...	Spanish schooner	305	Ditto ...	251
Dec. 1	Manila Bilbao ...	Spanish barque	428	Ditto ...	251
4	Glenlee ...	Russian ship	635	Ditto ...	433
11	Nizam ...	French barque	460	Ditto ...	262
14	Aurora ...	Italian ship	660	Callao ...	272
20	S. Vicente de Paulo ...	Portuguese barque	423	Havana ...	296
22	Henry IV ...	French ship	757	Ditto ...	456
30	Egmont et Hoorn ...	Belgian ditto	708	Ditto ...	367
Total 61 vessels.			41,843		22,901

(Signed) E. L. LANCA, *Consular Agent.*
British Consular Agency, Macao, December 31, 1866.

(No. 4.)—COMPARATIVE STATEMENT showing the Number of Chinese Emigrants despatched from Macao during the Years 1864, 1865, and 1866.

Nationality of Vessels.	No. of Vessels.			Tonnage.			To Havana. No. of Emigrants.			To Callao. No. of Emigrants.			To Sandwich Islands. No. of Emigrants.			Total Emigrants.		
	1864.	1865.	1866.	1864.	1865.	1866.	1864.	1865.	1866.	1864.	1865.	1866.	1864.	1865.	1866.	1864.	1865.	1866.
Austrian	...	...	1	832	...	381	...	...	232	...	...	...	...	...	...	...	...	232
Belgian	...	...	1	...	...	708	...	...	367	...	...	...	...	...	...	416	...	367
Bremen	...	...	1	...	...	449	...	...	...	...	...	252	...	...	...	...	...	367
Chinese	...	...	1	301	599	301	...	...	...	...	...	125	...	...	...	...	...	952
Dutch	...	...	1	856	...	...	...	...	...	...	...	...	...	...	...	...	...	125
French	...	...	12	4,672	4,983	...	...	...	...	...	...	...	...	...	...	...	...	...
Hamburg	...	...	1	...	...	6,708	1,652	...	2,927	...	...	...	...	...	...	...	...	...
Italian	...	...	1	...	...	388	...	...	...	...	...	...	...	...	...	...	...	...
Japanese	...	...	14	...	11,506	12,046	...	...	1,184	...	...	...	...	...	...	...	...	...
Lubeck	...	...	1	...	385	...	...	...	...	...	...	...	...	...	...	...	...	...
Norwegian	...	...	1	...	390	517	...	...	291	...	...	...	...	...	...	...	...	...
Oldenburg	...	...	1	...	...	360	...	...	236	...	...	...	...	...	...	...	...	...
Peruvian	...	...	6	7,440	4,541	1,076	...	...	...	...	...	...	...	...	...	...	...	...
Portuguese	...	...	8	3,601	1,670	6,754	1,302	...	2,421	2,330	635	...	...	...	...	...	...	...
Russian	...	...	5	...	...	8,546	...	...	2,076	516	...	...	...	...	...	...	...	...
Spanish	...	...	13	2,568	597	8,109	1,099	...	4,577	...	...	...	...	...	...	...	...	...
Swedish	...	...	1	...	...	550	...	...	341	...	...	...	...	...	...	...	...	...
Total.	83	39	61	20,450	94,671	41,843	4,469	5,207	15,517	8,417	7,384	...	10,722	13,674	22,901	...	...	...

British Consulate, Canton, May 9, 1867.

(Signed)

D. B. ROBERTSON, *Consul.*

Consul Swinhoe to Sir R. Alcock.

Sir,

Amoy, April 20, 1867.

I HAVE the honour to transmit the Trade Returns for the Port of Amoy for the year ended 31st December, 1866. The forms have been compiled, as before, by Mr. Edward Solbé, Senior Student, who has long acted as Assistant at this Consulate, without accession of either rank or pay. The forms comprise the following seven Tables:—

- No. 1. Particulars of British Shipping.
- No. 2. Imports in British vessels.
- No. 3. Exports in British vessels.
- No. 4. Re-exports in British vessels.
- No. 5. Summary of British and Foreign Trade.
- No. 6. Direct and Indirect Trade in British vessels.
- No. 7. Summary of Foreign Shipping.

The imports of 1866 show an advance on those of 1865 by 175,294 dollars. The import of opium has increased by 551,087 dollars, while that of treasure has decreased by 12,693 dollars. The general imports, exclusive of these two articles, show a decrease by 363,200 dollars. The deficiency, however, is in the import of Chinese goods, foreign piece goods having increased by 161,083 dollars. A comparison of the import of cotton and woollen piece goods according to our Returns for four years gives:—

					Dollars.
During 1863	value of these imports..	..	..	..	334,538
" 1864	" " " "	..	..	..	239,518
" 1865	" " " "	..	..	..	419,733
" 1866	" " " "	..	..	..	580,816

The entire exports for 1866 show a decrease of 194,797 dollars over those of the preceding year. But if we deduct treasure, which alone has decreased to the extent of 895,219 dollars, it will be seen that, in real merchandise, there has been an actual increase of 700,422 dollars. This increase is, however, in a great measure, due to the late issue of teas, which, in the usual course, should have been exported in 1865. Teas show an advance of 447,095 dollars over those of 1865. The following figures, taken from our Returns, give a comparison of the export of teas for the last four years in British vessels:—

					Dollars.
During 1863	value of teas exported..	..	..	..	744,568
" 1864	" " " "	..	..	..	662,333
" 1865	" " " "	..	..	..	377,776
" 1866	" " " "	..	..	..	824,871

On the general export of tea from Amoy during the season 1866–67, I extract the following valuable details from a reliable mercantile statement:—

Exported to America from the 19th September, 1866, to the 25th January, 1867, in nine vessels, to New York:—

Congou and Souchong.	Oolong and Anhoi.	Pekoe.	Total.
lbs. 351,266	lbs. 4,942,073	lbs. 3,754	lbs. 5,297,093
Last season in 9 vessels	..	..	3,488,248
Increase	..	..	1,808,845

During 1865, 780 foreign vessels cleared, of 269,983 tons; during 1866, 647 foreign vessels cleared, of 230,782 tons; showing a decrease for 1866 of 133 vessels, of 39,201 tons.

Of the 617 vessels entered in 1866, 244 were steamers; 21 less than in the previous year.

In imports by all vessels, the Commissioner notes a decline in comparison with those of the previous year, of 1,386,829 dollars. This he considers almost entirely attributable to the small arrivals of rice. On the expulsion of the rebels from Chang-chow the soldiers, who had so increased the demand for this article, were withdrawn, and the people, moreover, were again able to resume their labours in the field. Hence the decrease in the importation of this commodity.

A guano godown has been established at Amoy, and hopes are entertained of the Chinese agriculturists taking to its use. The Customs encourage the speculation by charging no duty on its importation.

Californian flour is finding favour with the native, and large quantities of it are imported from Hong Kong, principally for the manufacture of vermicelli. Its finer quality and its cheapness are its recommendations over the native produce.

The Commissioner gives a Table comparing the value of the chief imports for 1865 and 1866, which yields, as he states, an almost general increase in favour of 1866, notwithstanding that those for 1865 have been estimated at a higher valuation than those for the preceding year.

Exports show an augmentation over 1865 to the amount of 1,290,485 dollars, which is mainly attributable to the late export of the previous season's teas.

On the duties the Commissioner shows that British vessels paid two-thirds of the total sums collected, the other third being taken from all other vessels collectively.

The Commissioners Report contains a great deal of useful information, especially on tea, and many of his remarks are well sustained and well worthy of study. As that Report will be published in due course, your Excellency will scarcely approve of my drawing more largely from it. I have above almost entirely confined myself to extracting details that I could not procure elsewhere. The Commissioner's analysis, and the results he arrives at, fall within his own special province, and must be sought for in his highly interesting letter.

The currency among foreign merchants at Amoy is the dollars, at the weight of 7 mace 2 candareens, weighed collectively (few, if any, single dollars would equal that weight). This is called the "Spanish dollar" currency, though all dollars are accepted on equal terms at this weight. In Hong Kong and Foo-chow dollars are weighed at 7 mace 1 candareen and 7 cash. The difference in the Amoy weight is the meltage fee, which was introduced at Canton when sycee was the standard of all payments. Why it should continue to be retained at Amoy is a mystery. The scales used to weigh this currency are those in which are employed the full Haikwan weights originated at Canton, and made by Treaty the standard Customs weight. The Amoy native weights are lighter; 7 mace 3 candareens of the Amoy, or "small scales" as here called, equal 7 mace 2 candareens of the Canton, or "large scales." Among the native dealers most payments are made in the dollar at the equivalent of 6 mace 6 candareens Canton weight. Good counting, chopped Mexican, or other dollars (except Spanish), are taken at 1 per cent. discount. Spanish dollars are scarce, and too often disfigured, and rendered light by the bad habit that the Chinese have of stamping hong names upon all dollars. They are taken by weight only; clean Mexicans are so rare that they

usually command half per cent. premium over counting Mexicans. Clean Spanish dollars are not procurable.

It would be proper here to introduce some remarks on the European settlement at Amoy, and on the harbour, its advantages and its requirements; but these I have stated so fully in my despatch No. 7 of the 13th February, 1867, in reply to your Circular 14, of the 23rd November, 1866, that I should have simply to resay what has already been said therein.

The chief exports from Amoy are tea, sugar, sugar candy, paper, nankeens, coarse chinaware, vermicelli, bamboo ware, iron pans, and preserves. The most important of these is, of course, tea. I have to thank Mr. Anderson, tea-taster to Messrs. Tait and Co. of Amoy, for the substance of the remarks that follow with reference to this commodity. Four kinds of tea are produced in this neighbourhood, viz., oolongs, congous, orange pekoes, and capers.

Capers have now fallen into disuse on account of their inferior quality.

Orange Pekoes are gradually going out of consumption, and the quantity now produced is very trifling.

Congous.—Less of this tea is now made than some years ago, the teamen preferring to make the leaf into oolong, which pays a better profit, as a rule. Souchong is only another name for congous here, there being no real difference in the teas. The finest congous come from the Lung-yen-chow district. The commoner kinds are made in almost all the tea districts.

Oolongs.—The finest come from Ning-yong and Sinkew, and the commonest kinds from Ankoï. The intermediate grades are brought from Chang-ping, Lung-yen-chow, Pahsa, and other smaller districts.

The teas are brought from the various districts by the river communications converging at Amoy, and some, such as the Ning-yongs, come from a distance of about 150 miles. In their progress through the country and on arrival at Amoy they are subjected to transit dues which amount to 6 mace and 5 cash per picul. They have, however, to submit to an illegal lekim tax or "squeeze," which has gradually risen of late years to 1 tael 2 mace per picul, or to about 1*d.* per lb. sterling money. The tea trade at this port is an increasing one, but has, to a considerable extent, been retarded by the frauds of the teamen themselves who mix a good deal of dust and spurious leaf with their teas to increase the weight, thereby creating a strong prejudice in England and America against Amoy teas. Most of the congous and oolongs are now sent to England via Foo-chow to endeavour to get rid of the prejudice attaching to Amoy direct shipments. The trade with the United States is increasing, oolongs being a favourite tea in America; while, with England, it is on the decrease, the American buyers paying a higher range of prices than the English market will admit of. I have stated the squeezes or illegal exactions, on the part of the mandarins, on teas, but they are slight in comparison with those on other articles of trade, as I will demonstrate to your Excellency before I terminate this Report. There is no use remonstrating with the local mandarins on the subject. They profess much anxiety on it, and declare that they have protested against the heavy impost, but that they have only received from their superiors the more stringent orders to continue it in full force. Mr. Anderson has given the quantities of tea exported during last season to England and America from Amoy. They are the same as I have stated above, with the addition of 4,000 lbs., of orange pekoe to England via Foo-chow. Mr. Anderson gives the following distances of the tea-producing places

from Amoy. They are put in "days' journeys," as the Chinese road-measure suffers much from individual imagination:—

Ning-yang	7 days' journey from Amoy.
Lung-yen-chow.. ..	7 " "
Sinken	6 " "
Paksa	6 " "
Chang-ping	5 " "
Ankoi.. .. .	4 " "
Swatow (interior district, not the port) ..	3 " "

With reference to the present price of teas, it is worthy of note that oolongs, which cost, ten years ago, from 14 dollars to 16 dollars per picul, cannot now be procured under 30 dollars to 35 dollars. This result is brought about by the strong competition between the foreign honges and the steady combination of the teamen to keep up prices.

I gather from Mr. James Jones, of the Chinese Customs, that the manufacture of nankeens is carried on entirely in the houses of the native agriculturist by the females of the household. It is collected in small quantities by travelling brokers, who sell it to the merchant for exportation. Also, that silk piece goods of an inferior description and silk embroidery are manufactured in like manner to some extent, the raw material being received overland from Canton.

The principal imports are opium, woollen and cotton piece goods, tin, iron, and Straits produce generally.

The Chang-chow district manufactures sugar and sugar candy largely for exportation mostly to the northern parts of China. The sugar candy is of very fine quality, and there is said to be some chemical property in the water of this neighbourhood which favours its manufacture, and enables the producer to turn out a finer article than can be made in many other districts. The stones used to crush the cane are of the rudest description and, as might be expected, cause an immense waste of the saccharine matter, though the cane is subjected to two or three crushings before it is condemned for fuel to heat the vats in the boiling process that follows. More than 30 per cent. of the juice is thus sacrificed. The Chinese are fully alive to this loss and declare that they would hail with delight any more economical machine. Sugar is refined, as is well known, by closing the tops of the earthen jars, in which the brown sugar is placed, with mud taken from the paddy fields. From white sugar, sugar candy is obtained by purifying under a boiling heat with water a little lime and the white of egg. It is then poured into round wide open-mouthed jars with slips of bamboo bent about inside, and allowed to cool. In cooling the sugar, thus prepared, crystallizes in large lumps of candy all over and about the bamboo slips, and the jars are then overturned to drain off superfluous moisture. The lumps are struck off the bamboo and chipped with a chopping knife into neat flat pieces which are spread on bamboo trays and bleached for two or three days in the sun. The candy is thus rendered almost colourless and like bits of rock crystal and is considered of first quality. Sugar candy used, some years ago, to be exported to Bombay, but it has latterly risen so much in price that the trade in it is now almost entirely confined to the Coast of China.

Iron is found in ore at no great distance from Chang-chow, and is melted for native use, but does not appear yet to have found its way into the foreign market. I have not had time to visit this mine but it was visited in former years by Mr. C. F. M. de Güys, then Dutch Consul at Amoy, and a small note on it was published by him in a pamphlet entitled "Een Vitsapje in China." The note has been thus rendered by Mr. George Phillips, Interpreter at this Consulate, who has devoted some

attention to the language of the Netherlands. "On the morning of Monday the 18th February (1861), we visited an iron foundry in the neighbourhood of Chang-ping. The iron ore occurs in the environs of Tain-khao and is a mixture of oxyde of iron and sulphur iron. The ore is pounded fine, mixed with charcoal, and put into stone furnaces which are in the form of a Hessian cross 25 feet high and 20 feet in circumference. This mixture of charcoal and iron-ore is ignited and a current of air is blown into it by means of wooden cylinders worked with pistons called wind boxes. As soon as the mass becomes liquid the molten iron is ladled out with iron spoons lined with clay and poured into clay moulds of $1\frac{1}{2}$ feet long. This iron undergoes a second preparation, is pounded fine, mixed with charcoal and melted, the fused mass is stirred about and the scum continually removed with a skimmer. As soon as the whole of the scum is removed, the iron is cast and made into shape required. The iron is brittle owing to the great quantity of sulphur and phosphorus contained in it."

About 120 miles in a northerly direction from Amoy, at places called Pihsa and Pangke, coal out-crops. The natives use the surface coal for smelting iron, and a little of it finds its way to Amoy. It burns with slight flame and is not so much used for household purposes as that from Kelung (Formosa). The coals near Canton, those in the Pihsa fields, the Kelung coal, and that lately discovered at the Pescadores, are without much doubt of the same series lying under new red sandstone. They will never find favour for steam purposes until the natives are taught to bore and extract from below the water level which, at present, with their poor appliances, they are perfectly unable to do. I would refer your Excellency on this subject to the discovery of coal in Panghon Island, Pescadores.

The silk-producing worm found on the leaves of the "*Liquidambar formosana*" (Hance), I have already brought to your Excellency's notice. The late acquisition of the cocoons of the insect, however, do not hold forth any high promise of its use in the silk trade. It is said, nevertheless, that near Canton the silk is woven into a coarse fabric. But here, the only use that I can learn that is made of the worm is to draw it into gut. The gut is strong and is used for fishing lines. The tree itself produces a gum which might easily be collected in large quantities, and perhaps compete in the market with the storax of trade obtained from other species of the genus *Liquidambar*.

A silk wadding, for padding the dresses of the rich, was brought to me the other day for inspection. It was called *sze-meen* or silk cotton, and consisted of several layers of network-web of fine silk. I was informed that it came from Szechuen and its adjacent provinces, was spun by a species of worm distinct from the ordinary *Bombyx mori*, was found too delicate to roll off for weaving, and therefore torn in the cocoon and expanded into layers for wadding. The Chinese, who were offering this substance for sale, were taken up on the suspicion of being spies, as they were asking so small a price for it that the mandarins considered that profit could not be the inducement that brought them from their distant homes, where this stuff is produced, to these parts. Hankow would be the proper port whence to obtain particulars relating to the worm that yields the *sze-meen*.

I cannot close this Report without bringing before your Excellency's attention the grievous and iniquitous squeeze called *lekim* that the mandarins impose on all foreign goods. It is true that the tax is not demanded from the European merchant, and is collected from the native purchaser or seller, but to all intents and purposes it comes from the

foreigner's pocket and has to be taken account of in all transactions. The Chinese maintain their right to tax their own people in what way and to what extent they please, and pretend to consider that they do not infringe the Treaty so long as they do not ask the foreigner for heavier duties than those prescribed by the Tariff. But it will be seen from the lists that follow that the imposition is mainly set on foreign goods and, therefore, virtually aimed at and enacted from the foreigner. Some eight or nine years ago a small tax on most commodities was instituted here under Imperial authority for the purpose, it was said, of raising a war fund to aid in suppression of disaffection and rebellion. There was of course great opposition to the impost at first, but the people eventually submitted to it. This tax was called the *lekim*. Subsequently, from time to time, the mandarins on various pretexts raised its charges. But it was not till 1864-65 that it reached the fearful pitch at which it at present stands. In the years named a war tax was really needed for the military expenses in expelling the Taiping rebels from Chang-chow, and in aid of this purpose the people contentedly yielded their assent to it. But on the dispersion of those marauders and the recovery of tranquillity and confidence, it was natural to suppose that the extra tax at least would be removed. The reduction made, however, when the troops were withdrawn, was merely nominal and local taxes are still levied on the trade of Amoy six times heavier than at the neighbouring port of Swatow, whence opium is said to reach Chang-chow overland and undersell the opium imported via Amoy. Many of the common necessities of life are enhanced in price more than 50 per cent., and the tax doubtless falls heaviest on the Chinese. The Chinaman, however, lives more sparingly and takes no more from the foreigner than he finds himself obliged to do, and the foreign trade is oppressed. The chief argument for the maintenance of the tax now brought forward is to provide funds for the suppression of the Mohammedan rebellion rife in the distant Province of Shense. The Viceroy of Fokien has been ordered on this exterminating expedition, and he is instructed to raise part of the subsidiary funds from this province. The heavy rate war tax is, therefore, continued, and the British and Western merchants have to pay for a work in a part of the country which, from its position, affects the commercial interests of Russia rather than those of any other European Power. If the foreign merchants at Amoy and Foochow are thus to have their kindly assistance enacted towards every military movement throughout this fearfully disorganised empire, where is this good work to stop? The people are timid and powerless to check the Government in this unjust oppression; but surely the foreigner, upon whom the evil consequences of the burden fall, can devise some means to produce the salutary check.

I subjoin two Tables kindly supplied me by Mr. James Jones of the Chinese Customs, whom I have to thank also for useful hints on several matters in this Report. The Tables comprise lists of the most important imports and exports with the duty and *lekim* squeeze payable on each placed side by side for comparison. The Tables have been worked up with much care and I have confidence in their reliability. A perusal of their contents will convince your Excellency that the complaint is no light one, with which I close this Report.

LIST of Chief Imports into the Port of Amoy, with the Customs Duty taken from the Importer and the Lekim Squeeze enacted from the Native Purchaser on each Article, compared:—

Articles.	Customs Duty.				Quantity.	Lekim Squeeze.			
	T.	m.	c.	c.		T.	m.	c.	c.
Opium	30	0	0	0	Per Picul	74	8	8	0
White shirtings	0	0	8	0	Piece	0	2	0	2
Grey ditto	0	0	8	0	"	0	2	0	2
Drills and jeans	0	1	0	0	40 yards	0	3	8	0
Ditto	0	0	7	5	30 yards	0	1	9	0
T-cloth	0	0	4	0	24 yards	0	1	0	1
Dyed shirtings	0	1	5	0	Piece	0	2	0	2
Brocades	0	1	0	0	"	0	2	0	2
Chintz	0	0	7	0	"	0	2	0	2
Cotton yarn	0	7	0	0	Picul	2	2	7	7
Cotton, raw	0	3	5	0	"	0	4	5	5
Spanish stripes	0	1	2	0	Chang	0	3	8	0
Broad and medium cloth	0	1	2	0	"	0	3	8	0
Flannel	0	0	4	0	"	0	3	1	6
English camlets	0	0	5	0	"	0	2	5	3
Dutch ditto	0	1	0	0	"	0	3	8	0
Long ells	0	0	4	5	"	0	2	0	2
Lastings	0	0	5	0	"	0	2	5	3
Bunting	0	2	0	0	Piece	0	3	8	0
Woollen and cotton mixtures	0	2	0	0	"	0	6	3	3
Tin	1	2	5	0	Picul	2	6	5	7
Lead	0	2	5	0	"	1	0	1	2
Rattan	0	1	5	0	"	0	2	0	2
Quicksilver	2	0	0	0	"	3	2	8	9
Black pepper	0	3	6	0	"	1	8	7	2
White ditto	0	5	0	0	"	3	0	7	6
Sandalwood	0	4	0	0	"	2	9	6	0

LIST of Chief Exports from the Port of Amoy, with the Customs Duty taken from the Exporter, and the Lekim Squeeze enacted from the Native Seller on each Article, compared:—

Articles.	Customs Duty.				Quantity.	Lekim Squeeze.			
	T.	m.	c.	c.		T.	m.	c.	c.
Chinaware, coarse	0	4	5	0	Per Picul	0	2	5	3
Hemp bags	0	2	5	2	100	0	3	8	0
Hemp cloth	0	4	3	2	100	0	5	0	6
Kittysols	0	5	0	0	100	0	2	5	3
Nankeens	1	5	0	0	Picul	1	5	1	8
Paper, No. 1	0	7	0	0	"	0	1	5	9
" No. 2	0	4	0	0	"	0	1	5	9
Pottery or earthenware	0	0	5	0	"	0	2	5	3
Preserves	0	5	0	0	"	0	2	0	2
Sugar, brown	0	1	2	0	"	0	1	5	2
" white	0	2	0	0	"	0	2	5	3
" candy	0	2	5	0	"	0	3	0	4
Tea	2	5	0	0	"	1	2	0	0
Tobacco, prepared	0	4	5	0	"	0	3	8	0
Vermicelli	0	1	8	0	"	0	0	3	8

Your, &c.
(Signed) ROBERT SWINHOE.

(No. 1.)—Return of British Vessels Entered and Cleared at the Port of Amoy during the Year ended 31st December, 1866.

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
232	John Bull...	Solomon	248	Sept.	Shanghai	...	10	Saigon ...	...	T. m. c. c.	Hong Kong	41,191
317	Marion	Thomas...	231	Oct.	Put back	...	24	Rangoon ...	...	835 7 0 3	Bermuda	36,795
336	Chinese Merchant	Flaherty	361	...	Ningpo ...	...	9	Singapore ...	...	92 4 0 0	Singapore	40,828
363	British Banner	Grigs	387	Nov.	Tien-tsin	...	9	Ditto	...	300 7 8 5	Newcastle	10,942
367	Martha Howes	Lukmann	446	15	Newchwang	...	18	Ditto	...	55 9 3 8	Penang...	41,306
375	Cleopatra...	Young	199	23	Put back	...	18	Taiwan ...	...	863 2 7 7	London	7,170
376	Roseneath...	Nissen	227	24	Tamsuy...	...	17	Singapore ...	...	358 7 9 5	Hong Kong	17,352
377	Light Brigade	Evans	1,214	24	Hong Kong	...	17	Dentara	...	485 6 0 0	London	45,775
387	Lidla	Rapon	266	Dec.	Che-foo	...	5	Singapore ...	...	144 0 3 2	Ditto	29,021
395	Whampoa...	Hynd	370	9	Ditto	...	5	Rangoon ...	...	823 9 7 3	Penang...	41,435
396	John Brightman...	Meyer	373	10	Shanghai	...	8	Ditto	...	210 0 6 0	Singapore	32,714
399	Saint Jean	Robertson	364	12	Put back	...	10	Penang...	...	...	P. W. Island	51,770
408	Vulcan	Randall...	130	21	Ditto	...	6	Saigon ...	...	341 7 9 0	London	43,747
410	William	Footo	210	23	Taiwan-foo	...	15	Taiwan-foo	...	33 4 8 0	Jersey	11,372
413	Pearl	Ebert	85	Jan.	Ditto	...	2	Takow ...	...	33 4 8 0	Hong Kong	43,847
1	Tapanguyo	Grindle...	517	...	Foo-chow	...	2	Saigon ...	...	13 9 0 4	Glasgow	43,929
2	Azoff	Baker	476	...	Ditto	...	26	Ditto	...	44 3 1 6	London	7,509
3	Lady Agnes Daff.	Nowell	370	...	Sourabaya	...	5	Saigon ...	...	409 0 7 5	Banff	3,367
4	Yesso	Carrus	559	5	Foo-chow	...	5	Saigon ...	...	99 2 5 0	Hong Kong	43,845
5	Undine	Pitman	386	7	Ditto	...	8	Ditto	...	1,091 6 2 8	Ditto	43,939
6	Feloung	Toppin	260	7	Shanghai	...	15	Foo-chow	...	...	Ditto	41,190
7	Irebudgan	Louis	1,171	7	Ditto	...	9	Hong Kong	...	...	Liverpool	41,971
8	Rona	Morrison	784	7	Swatow	...	9	Ditto	...	...	London	41,831
9	Azoff	Baker	476	9	Swatow	...	9	Hong Kong	...	345 8 0 3	Ditto	...
10	J. H. Willis, jun.	Clifford	299	9	Shanghai	...	30	Singapore	...	1,617 9 2 1	Nagasaki	...
11	Teloung	Toppin	280	12	Foo-chow	...	30	Swatow	...	562 4 1 8	Hong Kong	41,190
12	Grindle	Grindle	517	12	Swatow	...	13	Swatow	...	55 2 8 6	Glasgow	43,929
13	Jeddo	West	1,059	12	Hakodadi	...	13	Demerara	...	832 6 4 4	London	48,622
14	Como	Joass	1,072	12	Shanghai	...	13	Singapore	...	423 6 0 0	Singapore	40,825
15	Yesso	Carrus	559	12	Swatow	...	13	Foo-chow	...	1,503 2 6 5	Hong Kong	43,845
16	Azoff	Baker	476	12	Foo-chow	...	15	Swatow	...	36 5 6 7	London	7,509
17	Pearl	Ubert	85	14	Taiwan-foo	...	19	Taiwan-foo	...	48 6 1 1	Hong Kong	43,347
18	Undine	Pitman	386	16	Swatow...	...	16	Foo-chow	...	1,312 3 3 3	Ditto	43,939
19	Vulcan	Randall...	130	17	Ditto	...	19	Ningpo ...	...	225 5 9 4	London	48,747
20	Yesso	Carrus	559	18	Foo-chow	...	18	Swatow	...	7 3 7 1	Hong Kong	43,845
21	Tapanguyo	Grindle...	517	19	Ditto	...	19	Ditto	...	83 9 1 5	Glasgow	43,929
22	Adeline	Ramsay	235	18	Shanghai	...	29	Taiwan ...	...	241 4 9 4	Newcastle	28,324
23	Aden	Andrews	517	20	Swatow	...	20	Foo-chow	...	1,065 3 3 2	London	16,379
24	Constantia	Robinson	456	20	Hong Kong	...	5	New York	...	9,637 4 0 7	Liverpool	27,934
25	Undine	Pitman	386	22	Foo-chow	...	22	Swatow	...	193 9 6 7	Hong Kong	43,939

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
26	Malacca	Jansen	565	Jan. 20	Shanghai	...	9	Singapore	...	T. m. s. c.	Singapore	31,538
27	Feloung	Toppin	260	23	Swatow	...	24	Poo-chow	...	215 8 3 0	Hong Kong	41,190
28	Rona	Morrison	784	24	Ditto	...	24	Ningpo	...	793 5 2 7	London	44,851
29	Helensbank	Reid	316	24	Macassar	...	26	Swatow	...	2,463 3 1 0	Alloa	20,794
30	Azoff	Baker	476	26	Swatow	...	27	Poo-chow	...	303 9 9 4	London	7,509
31	Feloung	Toppin	260	29	Poo-chow	...	29	Swatow	...	961 0 3 0	Hong Kong	41,190
32	Undine	Pitman	386	30	Swatow	...	30	Poo-chow	...	153 2 7 6	Ditto	43,939
33	Azoff	Baker	476	1	Poo-chow	...	1	Swatow	...	343 7 0 0	London	7,509
34	Mona	Bourne	543	1	Swatow	...	5	Ningpo	...	243 0 8 9	Ditto	47,321
35	Nepaul	Joanes	541	3	Ditto	...	5	Poo-chow	...	683 4 5 6	Ditto	27,250
36	Undine	Pitman	386	4	Poo-chow	...	5	Swatow	...	2,243 6 7 0	Hong Kong	43,939
37	Smyrna	Delary	380	5	Che-foo	...	5	Newchwang	...	408 5 8 8	Relast	50,884
38	Feloung	Toppin	260	8	Swatow	...	10	Poo-chow	...	450 0 0 3	Hong Kong	41,190
39	Nepaul	Joanes	541	10	Poo-chow	...	10	Swatow	...	1,040 3 1 4	London	27,250
40	Undine	Baker	476	13	Swatow	...	13	Poo-chow	...	127 7 8 7	Ditto	7,509
41	Azoff	Pitman	386	13	Ditto	...	13	Ditto	...	776 9 2 2	Hong Kong	43,939
42	Feloung	Joanes	541	15	Poo-chow	...	15	Swatow	...	1,224 3 2 3	London	7,509
43	Nepaul	Toppin	260	15	Ditto	...	15	Swatow	...	...	Hong Kong	41,190
44	Brian's Pride	Hudson	143	20	Swatow	...	20	Poo-chow	...	2,706 9 0 8	London	27,250
45	Undine	Joanes	541	20	Ditto	...	...	Said	...	...	Hong Kong	23,476
46	Pearl	Ebert	85	23	Poo-chow	...	23	Swatow	...	1 8 8 0	Ditto	43,939
47	Nepaul	Joanes	541	23	Taiwan-foo	...	28	Taiwan-foo	...	25 8 6 6	Ditto	48,347
48	Aden	Andrews	517	25	Swatow	...	26	Swatow	...	15 1 3 8	London	47,250
49	Danver Family	Bullair	361	...	Swatow	...	25	Poo-chow	...	1,895 3 4 0	Ditto	16,379
50	Watson	Carnis	559	27	Shanghai	...	27	Hong Kong	...	...	Amoy	...
51	Yesso	Pitman	386	1	Swatow	...	3	Rangoon	...	268 8 7 0	Sunderland	49,781
52	Undine	Joanes	541	2	Poo-chow	...	3	Poo-chow	...	2,352 4 2 7	Hong Kong	48,343
53	Aden	Andrews	517	2	Swatow	...	3	Ditto	...	3,309 6 7 8	Ditto	43,939
54	Prince King	Brown	135	3	Poo-chow	...	3	Swatow	...	6 5 2 5	London	16,379
55	Ebert	Joanes	541	4	Takow	...	5	Takow	...	...	Ditto	7,509
56	Azoff	Baker	476	4	Swatow	...	5	Ditto & Taiwan	...	...	Hong Kong	48,347
57	Yesso	Carnis	559	6	Poo-chow	...	7	Poo-chow	...	2,715 0 8 5	London	7,509
58	Undine	Pitman	386	8	Ditto	...	8	Swatow	...	76 0 5 7	Hong Kong	48,343
59	Feloung	Toppin	260	8	Poo-chow	...	8	Ditto	...	168 4 7 9	Ditto	43,939
60	Rona	Brown	784	11	Swatow	...	12	Poo-chow	...	2,603 4 0 8	Ditto	41,190
61	Yesso	Joanes	541	11	Ditto	...	12	Ditto	...	1,873 1 1 2	London	31,233
62	Pearl	Ebert	85	12	Ditto	...	12	Poo-chow	...	113 9 9 5	Ditto	44,831
63	Yesso	Carnis	559	13	Takow	...	14	Tamsuy	...	31 9 7 7	Hong Kong	48,347
64	Undine	Pitman	386	15	Swatow	...	15	Poo-chow	...	3,159 8 6 3	Ditto	48,343
65	Feloung	Toppin	260	15	Ditto	...	15	Ditto	...	2,083 1 8 9	Ditto	43,939
66	Yesso	Joanes	541	16	Poo-chow	...	16	Swatow	...	18 9 6 8	London	7,509
67	Feloung	Toppin	260	16	Swatow	...	16	Swatow	...	8 6 0 8	Hong Kong	41,190
68	Blairmore	Cargill	223	16	Sourabaya	...	16	Taiwan-foo	...	754 3 3 8	Glasgow	43,694

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
69	Formosa	Browne	450	Mar. 17	Foo-chow	...	Mar. 17	Swatow	...	T m. c. c. 8 1 1 4	London	31,233
70	Undine	Pitman	386	19	Ditto	...	19	Ditto	...	29 1 8 7	Hong Kong	43,939
71	Yesso	Cairns	559	19	Ditto	...	19	Ditto	...	6 8 0 4	Ditto	48,343
72	Elfin	Thomas	165	23	Hong Kong	...	26	Tamsuy	...	999 5 5 4	Ditto	42,955
73	Eliza Mary	Hoole	126	25	Che-foo	...	6	Taiwan-foo	...	54 5 2 4	London	19,148
74	Azoff	Baker	476	25	Swatow	...	26	Foo-chow	...	5,521 0 4 1	Ditto	7,509
75	Formosa	Brown	450	25	Ditto	...	26	Ditto	...	1,994 6 9 6	Ditto	31,333
76	Feloong	Toppin	260	25	Ditto	...	26	Ditto	...	1,303 7 7 6	Hong Kong	41,190
77	Yesso	Cairns	559	25	Ditto	...	26	Ditto	...	1,198 3 4 4	Ditto	48,343
78	Azoff	Baker	476	31	Foo-chow	...	31	Hong Kong	...	23 1 2 0	London	7,509
79	Feloong	Toppin	260	31	Ditto	...	31	Swatow	...	21 7 8 3	Hong Kong	41,190
80	Fusi-Yama	Dundas	710	31	Swatow	...	4	Ditto	...	911 0 8 2	London	48,069
81	Yesso	Cairns	559	Apr. 1	Foo-chow	...	4	Ditto	...	61 9 9 1	Hong Kong	48,343
82	Croukhan	Robertson	134	Apr. 1	Keelung	...	17	Newchwang	...	56 0 0 0	Ditto	22,633
83	Formosa	Browne	450	5	Swatow	...	5	Ditto	...	1,013 4 2 3	London	31,233
84	Japan	Chatfield	349	5	Ditto	...	5	Ditto	...	636 8 4 8	Ditto	53,747
85	Tapanguyo	Grindle	517	5	Shanghai	...	10	Ningpo and Shanghai	...	895 0 9 3	Glasgow	43,929
86	Elfin	Thomas	165	7	Tamsuy	...	7	Swatow	...	9 4 9 2	Hong Kong	43,955
87	Undine	Pitman	386	7	Swatow	...	7	Foo-chow	...	1,457 8 1 2	Ditto	43,939
88	Pearl	Ebert	85	9	Taiwan-foo	...	14	Taiwan-foo	...	25 8 8 3	Ditto	48,347
89	Feloong	Toppin	260	10	Swatow	...	10	Foo-chow	...	1,542 9 2 3	Ditto	41,190
90	Dumbarton	Shaw	944	10	Shanghai	...	11	Hong Kong	...	204 4 8 8	London	48,730
91	Cleopatra	Young	199	10	Che-foo	...	19	Takow	...	131 7 6 9	Ditto	7,170
92	Azoff	Baker	476	11	Swatow	...	11	Foo-chow	...	643 4 8 0	Ditto	7,509
93	Formosa	Browne	450	11	Foo-chow	...	11	Swatow	...	7 1 5 4	Ditto	31,233
94	Undine	Pitman	386	11	Ditto	...	11	Ditto	...	1 4 4 0	Hong Kong	43,939
95	Elfin	Thomas	165	13	Swatow	...	14	Tamsuy	...	74 1 1 1	Ditto	43,955
96	Yesso	Cairns	559	14	Ditto	...	14	Foo-chow	...	3,037 3 7 9	Ditto	43,939
97	Feloong	Toppin	260	16	Foo-chow	...	16	Swatow	...	12 4 5 0	Ditto	41,190
98	Azoff	Baker	476	16	Ditto	...	16	Ditto	...	...	London	7,509
99	Prince Kung	Brown	185	16	Hong Kong	...	16	Foo-chow	...	63 0 0 0	Ditto	7,624
100	Taping	McKinnen	767	16	Shanghai	...	23	Ditto	...	479 8 6 5	Glasgow	47,542
101	Undine	Pitman	386	19	Swatow	...	19	Ditto	...	4,092 3 2 5	Hong Kong	43,939
102	Formosa	Browne	450	19	Ditto	...	19	Ditto	...	2,105 6 2 0	London	31,333
103	Yesso	Cairns	559	19	Foo-chow	...	19	Swatow	...	21 2 2 2	Hong Kong	48,343
104	Undine	Pitman	386	23	Ditto	...	23	Ditto	...	97 4 4 9	Ditto	43,939
105	Feloong	Toppin	260	24	Swatow	...	24	Foo-chow	...	964 8 6 4	Ditto	41,190
106	Formosa	Browne	450	25	Foo-chow	...	25	Swatow	...	33 7 5 2	London	31,333
107	Erking	Pinel	1,044	25	Che-foo	...	3	Shanghai	...	609 9 6 3	London	52,520
108	Azoff	Baker	476	25	Swatow	...	26	Foo-chow	...	1,861 5 7 2	Ditto	7,509
109	Elfin	Thomas	165	26	Tamsuy	...	28	Hong Kong	...	40 0 1 7	Ditto	42,955
110	Feloong	Toppin	260	28	Foo-chow	...	28	Swatow	...	13 2 9 1	Ditto	41,190

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
111	Granada	Cates	381	May 1	Swatow	...	May 1	Foo-chow	...	T. m. c. c. 1,140 4 3 2	London	20,187
112	Undine	Pitman	386	1	Ditto	...	2	Ditto	...	688 6 6 3	Hong Kong	43,939
113	Azoff	Baker	476	2	Foo-chow	...	5	Swatow	...	251 8 2 9	London	7,509
114	Pormosa	Browne	450	5	Swatow	...	5	Foo-chow	...	814 9 5 6	Ditto	31,233
115	Granada	Cates	381	5	Foo-chow	...	5	Swatow	...	31 8 0 6	Ditto	20,187
116	Undine	Pitman	386	5	Ditto	...	5	Ditto	...	8 6 7 6	Hong Kong	43,939
117	Feloung	Toppin	260	6	Swatow	...	7	Foo-chow	...	167 1 7 3	Ditto	41,190
118	Pearl	Ebert	85	9	Takow	...	14	Takow	...	115 6 9 6	Ditto	46,847
119	Pormosa	Browne	450	9	Foo-chow	...	10	Swatow	...	7 0 2 5	London	31,233
120	Azoff	Baker	476	11	Swatow	...	11	Foo-chow	...	1,309 5 7 8	Ditto	7,509
121	Feloung	Toppin	260	12	Foo-chow	...	11	Swatow	...	26 4 7 1	Hong Kong	41,190
122	Undine	Pitman	386	12	Swatow	...	12	Foo-chow	...	1,286 7 9 7	Ditto	43,939
123	William	Roore	910	12	Newchwang	...	29	Taiwan-foo	...	368 7 1 0	Jersey	11,872
124	Ocean Bride	Milton	261	15	Taku	...	31	Tamsay	...	...	Melbourne	7,509
125	Azoff	Baker	476	16	Foo-chow	...	16	Swatow	...	34 6 7 6	London	43,939
126	Yesso	Cairns	559	16	Swatow	...	17	Foo-chow	...	3,100 2 8 2	Hong Kong	31,233
127	Pormosa	Brown	450	19	Ditto	...	19	Ditto	...	190 6 2 5	London	41,190
128	Feloung	Toppin	260	19	Ditto	...	21	Ditto	...	2,904 2 3 6	Hong Kong	56,043
129	Dipussund	Jones	624	19	Hong Kong	...	18	Ditto	...	11 9 4 0	Hong Kong	48,343
130	Yesso	Cairns	559	21	Foo-chow	...	25	Swatow	...	20 4 1 2	London	31,233
131	Pormosa	Browne	450	24	Ditto	...	25	Ditto	...	17 1 7 2	Hong Kong	41,190
132	Toppin	Baker	476	25	Swatow	...	25	Foo-chow	...	1,354 6 4 2	London	7,509
133	Azoff	Carr	593	25	Swatow	...	25	Ditto	...	523 5 5 0	Workington	47,147
134	Sandia	Orchard	860	24	Shanghai	...	7	Ditto	...	25 2 8 1	London	97,992
135	Peterborough	Carr	593	25	Tien-tsin	...	29	Ditto	...	1,399 3 5 1	Hong Kong	48,343
136	Yesso	Cairns	559	25	Swatow	...	29	Ditto	...	3,124 9 8 8	Ditto	43,939
137	Undine	Pitman	386	29	Ditto	...	29	Ditto	...	11 5 5 9	London	7,509
138	Azoff	Baker	476	31	Foo-chow	...	31	Swatow	...	715 3 3 2	Melbourne	46,812
139	Rabicon	Hosession	198	31	Che-foo	...	14	Che-foo	...	2,416 0 7 1	Hong Kong	41,190
140	Feloung	Toppin	260	3	Swatow	...	2	Foo-chow	...	2,298 3 2 8	London	31,233
141	Pormosa	Browne	450	3	Ditto	...	4	Swatow	...	56 2 9 1	Hong Kong	48,343
142	Yesso	Cairns	559	4	Foo-chow	...	4	Ditto	...	7 8 7 5	Ditto	43,939
143	Undine	Pitman	386	4	Ditto	...	4	Manila	...	1,668 0 6 5	London	47,391
144	Mona	Hoffenden	542	6	Singapore	...	14	Swatow	...	10 0 6 3	Hong Kong	41,190
145	Feloung	Toppin	260	6	Foo-chow	...	6	Newchwang	...	243 7 9 4	Workington	1,656
146	Anne Fortier	Roel	238	6	Swatow	...	9	Swatow	...	18 0 1 8	London	31,233
147	Pormosa	Browne	450	9	Foo-chow	...	9	Swatow	...	5,495 2 9 4	London	52,793
148	Nippon	Peake	529	10	Swatow	...	11	Foo-chow	...	1,475 4 5 1	Hong Kong	41,190
149	Feloung	Toppin	260	14	Ditto	...	14	Ditto	...	1,656 7 8 3	Ditto	48,343
150	Yesso	Cairns	559	14	Ditto	...	14	Swatow	...	1 2 3 0	Hong Kong	43,939
151	Undine	Wilson	386	15	Foo-chow	...	15	Swatow	...	77 3 2 5	Hong Kong	52,793
152	Nippon	Peake	529	16	Ditto	...	16	Hong Kong	...	102 3 4 8	Hong Kong	30,713
153	Chusan	Burdis	434	15	Swatow	...	16	Ningpo	...	...	...	...

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
154	Kim Yeang Soon	Then	444	June 16	Macao	...	July 18	Che-foo	...	T. m. s. c.	Rangoon	41,032
155	Cleopatra	Carroll	199	16	Che-foo	...	3	Takow & Tientsin	...	851 6 8 9	London	7,170
156	Feloong	Toppin	260	18	Poo-chow	...	June 18	Swatow	...	711 2 5 2	Hong Kong	41,190
157	Yesso	Carns	559	18	Ditto	...	18	Ditto	...	...	Ditto	48,343
158	Azoff	Baker	476	19	Swatow	...	18	Ditto	...	4 3 1 9	London	7,509
159	Eagle	Langlois	345	22	Hong Kong	...	July 16	Ningpo	...	1,175 7 2 5	Singapore	40,767
160	Matland	Conlon	798	24	Ditto	...	June 26	Poo-chow	...	447 8 5 0	North Shields	53,441
161	Undine	Wilson	386	24	Swatow	...	25	Ditto	...	635 5 0 5	Hong Kong	43,939
162	Azoff	Baker	476	25	Poo-chow	...	25	Swatow	...	167 4 9 9	London	7,509
163	Golden Dragon	Hock	505	24	Penang	...	July 18	Ningpo	...	2,982 8 5 0	P. W. Island	51,768
164	Yesso	Carns	559	26	Swatow	...	June 26	Poo-chow	...	1,815 6 8 9	Hong Kong	48,343
165	Feloong	Toppin	260	26	Ditto	...	25	Ditto	...	386 7 9 6	Ditto	41,190
166	Blamore	Carroll	223	28	Taku	...	July 13	Taku	...	329 9 6 4	Glasgow	43,694
167	Croukane	Robertson	134	29	Newchwang	...	30	Keelung	...	54 1 9 8	Hong Kong	46,343
168	Ocean Brité	Milton	261	29	Keelung	...	12	Swatow	...	238 5 4 5	Melbourne	46,441
169	Yesso	Carns	559	30	Poo-chow	...	June 30	Swatow	...	165 6 2 4	Hong Kong	46,441
170	Queensland	Wicks	413	30	Newchwang	...	July 20	Poo-chow	...	290 7 8 0	Sidney	52,793
171	Nippon	Peake	539	1	Swatow	...	2	Ditto	...	923 2 6 6	London	41,190
172	Feloong	Toppin	260	2	Poo-chow	...	3	Swatow	...	9 2 0 4	Hong Kong	51,770
173	Saint Jean	Luhmann	364	2	Penang	...	21	Ningpo	...	695 6 3 9	P. W. Island	13,762
174	Inchuanan	Van Borgen	537	3	Hong Kong	...	...	Sold	...	...	Singapore	45,069
175	Fusi-yama	Dundas	710	3	Swatow	...	3	Poo-chow	...	365 4 0 2	London	1,017
176	Blue Jay	Salji	403	3	Penang	...	Aug. 4	Ningpo	...	1,315 4 8 4	Penang	31,233
177	Fornosa	Browne	450	5	Swatow	...	July 24	Poo-chow	...	379 8 5 5	London	41,435
178	Whampoa	Hynd	370	4	Penang	...	7	Che-foo	...	1,019 2 5 8	Penang	43,939
179	Undine	Wilson	386	6	Swatow	...	6	Poo-chow	...	3,750 2 3 9	London	52,793
180	Nippon	Peake	529	7	Poo-chow	...	7	Swatow	...	0 4 2 0	Hong Kong	43,002
181	Cesar	Shoocke	306	8	Hong Kong	...	Sept. 1	Hong Kong	...	122 4 0 0	Singapore	41,369
182	Julien Edouard	Solomon	431	9	Singapore	...	...	Sold	...	191 7 7 8	London	31,233
183	Fornosa	Browne	450	9	Poo-chow	...	9	Swatow	...	402 8 2 4	Hong Kong	43,939
184	Undine	Ashton	886	11	Ditto	...	11	Ditto	...	5,026 5 7 1	Ditto	48,343
185	Yesso	Carns	559	13	Swatow	...	12	Poo-chow	...	1,457 4 8 3	Ditto	41,190
186	Feloong	Toppin	260	13	Ditto	...	13	Ditto	...	2,663 1 8 9	London	31,233
187	Fornosa	Browne	450	17	Ditto	...	17	Ditto	...	35 2 1 9	Hong Kong	41,190
188	Feloong	Toppin	260	18	Poo-chow	...	18	Swatow	...	1 8 2 5	Ditto	43,694
189	Yesso	Wilson	559	18	Swatow	...	18	Ditto	...	1,544 8 0 0	Singapore	40,828
190	Chinese Merchant	Rozario	861	18	Swatow	...	Aug. 18	Shanghai	...	859 1 9 8	Hong Kong	43,939
191	Undine	Ashton	886	19	Swatow	...	July 19	Poo-chow	...	1,159 2 6 5	Singapore	40,679
192	Zoe	Aldebrand	295	18	Singapore	...	Sept. 12	Saigon	...	68 4 5 6	London	31,233
193	Fornosa	Tomlin	450	21	Poo-chow	...	21	Swatow	...	67 1 9 2	Hong Kong	43,939
194	Undine	Ashton	886	23	Ditto	...	23	Poo-chow	...	2,780 0 4 5	Aberdeen	53,246
195	Douglas	Baker	615	24	Swatow	...	24	Poo-chow	...	2,506 6 3 0	London	54,603
196	Eastern Star	Kirkady	340	26	Saigon	...	Aug. 24	Newchwang	...	...	...	...

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
197	Feloung	Toppin	200	July 27	Swatow	...	July 27	Foo-chow	...	T. m. c. c. 1,408 1 6 0	Hong Kong	41,190
198	Yesso	Wilson	559	27	Ditto	...	30	Ditto	...	841 2 8 6	Ditto	48,343
199	Nippon	Peake	529	29	Ditto	...	27	Ditto	...	501 3 5 4	London	52,798
200	Douglas	Baker	615	29	Foo-chow	...	30	Foo-chow	...	119 8 9 2	Aberdeen	53,546
201	Undine	Angstrom	386	31	Swatow	...	31	Swatow	...	447 8 0 6	Hong Kong	43,939
202	Amitie	Langston	427	30	Singapore	...	Aug. 15	Hong Kong	...	1,170 9 3 9	Singapore	40,753
203	Queen of May	Mc Greavy	314	Aug. 1	Swatow	...	Aug. 14	Swatow	...	...	Wokington	14,628
204	Yesso	Wilson	559	1	Foo-chow	...	1	Swatow	...	5 4 7 1	Hong Kong	48,343
205	Feloung	Toppin	260	1	Ditto	...	1	Ditto	...	...	Ditto	41,190
206	Nippon	Peake	529	3	Ditto	...	3	Ditto	...	4 1 1 6	London	52,793
207	Andes	Wallace	403	4	Penang	...	21	Ningpo	...	1,031 7 2 7	Penang	51,767
208	Fornosa	Tomlin	450	4	Swatow	...	21	Foo-chow	...	3,180 6 1 9	London	31,233
209	Undine	Ashton	386	4	Penang	...	4	Swatow	...	25 0 9 5	Hong Kong	43,939
210	Martha Howes	Langau	446	5	Penang	...	4	Ningpo	...	259 0 5 3	Penang	41,306
211	Fornosa	Tomlin	450	9	Penang	...	17	Ningpo	...	90 4 1 8	London	31,233
212	Feloung	Toppin	260	9	Foo-chow	...	9	Swatow	...	625 0 8 7	Hong Kong	41,190
213	Crookbane	Robertson	134	9	Swatow	...	10	Swatow	...	58 9 4 5	Ditto	32,633
214	Yesso	Carns	539	10	Taiwan-foo	...	18	Takow	...	1,724 0 5 6	Ditto	48,343
					Swatow	...	10	Foo-chow & Tam-sui	...	...	...	...
215	Japan	Chatfield	349	10	Manila	...	14	Manila	...	493 8 9 6	London	52,747
216	Undine	Ashton	386	11	Swatow	...	11	Foo-chow	...	1,376 2 9 7	Hong Kong	43,939
217	Anarath	Meyer	688	11	Ditto	...	Sept. 4	Newchwang	...	14 5 4 4	Singapore	40,763
218	Dunbarton	Shay	944	13	Hong Kong	...	Aug. 14	Shanghai	...	2,015 1 2 9	London	48,730
219	Undine	Ashton	386	15	Foo-chow	...	15	Swatow	...	479 8 5 4	Hong Kong	43,939
220	Fornosa	Tomlin	450	17	Swatow	...	17	Foo-chow	...	2,757 4 4 9	London	31,233
221	Yesso	Carns	559	17	Foo-chow	...	17	Swatow	...	39 6 3 3	Hong Kong	48,343
222	Young Greek	Thompson	454	17	Newchwang	...	23	Hong Kong	...	60 0 5 7	Ditto	41,264
223	Smyrna	Delargy	350	16	Ditto	...	23	Newchwang	...	157 8 6 1	Singapore	50,834
224	Acis	Kirby	261	18	Manila	...	17	Labuan	...	15 9 9 6	Belfast	32,000
225	Ocean Bride	Milton	103	18	Keelung	...	Oct. 15	Hong Kong	...	74 9 7 2	Belvoerre	43,939
226	Undine	Toppin	386	23	Swatow	...	22	Foo-chow	...	8,505 2 3 4	London	31,233
227	Fornosa	Tomlin	456	23	Foo-chow	...	22	Swatow	...	66 8 4 4	Hong Kong	48,343
228	Yesso	Carns	559	25	Swatow	...	25	Foo-chow	...	6,086 9 9 5	Hong Kong	43,939
229	Undine	Toppin	386	27	Foo-chow	...	27	Swatow	...	79 5 6 6	Ditto	43,939
230	Douglas	Ashton	615	28	Swatow	...	28	Foo-chow	...	4,976 2 0 1	Aberdeen	53,546
231	John Brightman	Lorenzen	373	28	Saigon	...	28	Foo-chow	...	863 9 7 4	Singapore	52,714
232	Yesso	Carns	559	30	Foo-chow	...	Oct. 10	Saigon	...	57 4 1 7	Hong Kong	48,343
233	Oceanica	Wilson	273	Sept. 1	Newchwang	...	Aug. 30	Swatow	...	1,602 3 2 6	Belfast	5,815
234	Fornosa	Tomlin	450	2	Swatow	...	Oct. 19	Singapore	...	2,777 9 0 1	London	31,233
235	Douglas	Ashton	615	3	Foo-chow	...	18	Foo-chow	...	57 8 6 9	Aberdeen	52,746
236	William	Foot	210	31	Che-foo	...	3	Swatow	...	488 1 9 5	Jersey	11,372
237	Crookbane	Robertson	134	Aug. 8	Takow	...	Oct. 15	Singapore	...	8 8 5 6	Hong Kong	32,633
238	Undine	Toppin	386	Sept. 3	Swatow	...	16	Taiwan-foo	...	1,190 1 5 8	Ditto	43,939
				4	Foo-chow	...	Sept. 4	Foo-chow	...	...	...	...

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
239	Formosa ...	Tomlin ...	450	Sept. 8	Foo-chow	...	Sept. 8	Swatow	...	T. m. c. c. 14 9 1 0	London	31,233
240	Yesso ...	Cairns ...	559	8	Swatow	...	8	Foo-chow	...	4,854 3 9 9	Hong Kong	48,343
241	Mona ...	Hoffenden ...	542	8	Manila	...	12	Manila	...	506 6 6 1	London	47,391
242	Undine ...	Toppin ...	386	9	Foo-chow	...	12	Swatow	...	13 6 6 3	Hong Kong	43,959
243	Yesso ...	Cairns ...	559	13	Ditto	...	12	Ditto	...	28 5 5 8	Ditto	48,343
244	Douglas ...	Ashton ...	615	14	Swatow	...	14	Foo-chow	...	1,957 8 8 5	Aberdeen	53,246
245	Amaranth ...	Meyer ...	688	14	Put back	...	28	Newchwang	...	...	Singapore	40,763
246	Cromandel ...	Byrne ...	196	16	Hong Kong	...	18	Japan	...	863 2 6 6	Hong Kong	50,663
247	Felous ...	Saunders ...	260	18	Swatow	...	18	Foo-chow	...	5,087 4 7 5	Ditto	41,190
248	Formosa ...	Tomlin ...	450	18	Ditto	...	18	Ditto	...	763 0 2 0	London	31,233
249	John Bull ...	Goodland ...	248	20	Shanghai	...	Oct. 10	Ningpo	...	3,211 4 7 2	Hong Kong	41,191
250	Douglas ...	Ashton ...	615	20	Foo-chow	...	22	Swatow	...	23 7 5 8	Aberdeen	53,246
251	Yesso ...	Cairns ...	559	22	Swatow	...	22	Foo-chow	...	...	Hong Kong	48,343
252	Felous ...	Saunders ...	260	24	Foo-chow	...	24	Swatow	...	...	Ditto	41,190
253	Formosa ...	Tomlin ...	450	24	Ditto	...	24	Ditto	...	244 3 6 8	London	31,233
254	Ellen Radford ...	Evas ...	307	24	Che-foo	...	Oct. 12	Taiwan-foo	...	186 5 6 7	Liverpool	6,959
255	Cleopatra ...	Carroll ...	199	23	Takn	...	2	Taiwan	...	340 4 7 6	London	7,170
256	Dryden ...	Elliot ...	424	25	Hong Kong	...	3	New York	...	9,553 8 8 3	Shields	53,458
257	Yesso ...	Cairns ...	559	27	Foo-chow	...	27	Swatow	...	4 0 3 2	Hong Kong	48,343
258	Hasty ...	Le Seur	171	26	Hong Kong, in distress.	...	Oct. 12	Che-foo	...	73 4 0 0	Jersey	21,153
259	Kim Yeang Soon	Uhen	444	27	Che-foo	...	Nov. 16	Penang	...	...	Rangoon	41,082
260	Douglas	Ashton	615	27	Swatow	...	Sept. 29	Foo-chow	...	5,410 3 1 6	Aberdeen	53,246
261	Lady Agnes Duff	Nowell	370	29	Saigon	...	Oct. 29	Che-foo	...	748 5 1 4	Banif	3,367
262	Gresham	Ponsonby	965	30	Hong Kong	...	Nov. 1	New York	...	19,064 8 6 5	London	43,756
263	Formosa	Tomlin	450	Oct. 2	Swatow	...	Oct. 2	Foo-chow	...	2,044 4 7 8	Ditto	43,233
264	Rabicon	Hoseason	199	3	Che-foo	...	29	Shanghai	...	779 6 9 3	Melbourne	43,813
265	Eagle	Langlois	345	3	Ningpo	...	30	Singapore	...	883 7 7 5	Singapore	40,767
266	Kim Yap Ho	Rucke	341	3	Hong Kong	...	...	...	...	...	Ditto	49,397
267	Undine	Toppin	386	4	Swatow	...	Oct. 4	Foo-chow	...	497 7 5 0	Hong Kong	43,939
268	Douglas	Ashton	615	4	Foo-chow	...	...	Swatow	...	20 8 1 0	Aberdeen	53,246
269	Pet	Nissen	369	5	Swatow	...	Oct. 16	New York	...	12,846 3 4 6	Penang	30,897
270	Broadwater	Young	571	6	Nagasaki	...	...	...	...	70 8 3 0	London	26,998
271	Formosa	Tomlin	450	7	Foo-chow	...	16	Ditto	...	...	Ditto	31,233
272	Amaranth	Meyer	688	7	Put back	...	16	Ditto	...	...	Singapore	40,763
273	Yesso	Cairns	559	8	Hong Kong	...	9	Foo-chow	...	1,485 5 5 8	Hong Kong	45,002
274	Shatesbury	Aiken	524	8	Ditto	...	9	Shanghai	...	159 2 6 8	Liverpool	54,603
275	Eastern Star	Kirkcaldy	340	9	Newchwang	...	29	Penang	...	536 0 6 1	London	52,747
276	Japan	Chaffield	349	10	Manila	...	13	Manila	...	2,125 1 5 1	Ditto	43,939
277	Undine	Toppin	386	9	Foo-chow	...	10	Swatow	...	0 2 5 0	Hong Kong	41,435
278	Whampoa	Hynd	370	10	Che-foo	...	Nov. 19	Singapore	...	...	Penang	41,306
279	Martha Howes	Langan	446	11	Ningpo	...	...	...	...	...	Hong Kong	41,190
280	Felous	Saunders	260	12	Swatow	...	Oct. 12	Foo-chow	...	2,796 9 4 6	Hong Kong	...

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
281	Andes	Wallace...	403	Oct.	Ningpo ...	...	Nov.	Hong Kong	...	193 2 0 9	Penang...	51,767
282	Douglas	Ashton ...	615	14	Swatow	...	Oct.	Foo-chow	...	2,548 5 1 4	Aberdeen	53,246
283	Yesso	Cairns ...	559	15	Foo-chow	...	15	Swatow	...	17 1 0 6	Hong Kong	48,346
284	Rona	Morrison	784	18	Hong Kong	...	16	Shanghai	...	2,160 0 0 0	London...	44,851
285	Cleopatra	Carroll ...	199	20	In distress	...	23	Tamsui...	...	...	Ditto	7,170
286	Douglas	Ashton ...	615	21	Foo-chow	...	22	Swatow	...	311 8 0 7	Aberdeen	53,246
287	Undine	Tomlin ...	386	21	Swatow	...	22	Foo-chow	...	1,329 4 7 9	Hong Kong	43,939
288	Formosa	Tomlin ...	450	21	Ditto	...	23	Ditto	...	1,144 0 8 7	London...	31,233
289	Yesso	Cairns ...	559	27	Ditto	...	27	Ditto	...	5,747 4 8 3	Hong Kong	48,343
290	Formosa	Tomlin ...	450	27	Foo-chow	...	27	Swatow	...	2 6 4 8	London	31,233
291	Undine	Tomlin ...	386	27	Ditto	...	27	Ditto	...	54 2 3 2	Hong Kong	43,939
292	Ellen Radford	Evans ...	307	28	Tuan-foo	...	...	...	...	...	Liverpool	6,959
293	Ascendant	Lobb ...	317	29	Shanghai	...	...	...	...	...	Singapore	4,672
294	Yesso	Cairns ...	559	1	Foo-chow	...	Nov.	Swatow	...	256 8 0 2	Hong Kong	43,343
295	Saint Jean	Luhmann	364	Oct.	Che-foo	...	17	Singapore	...	...	P. W. Island	51,770
296	Douglas	Ashton ...	615	Oct.	Swatow	...	12	Foo-chow	...	2,523 2 6 8	Aberdeen	53,246
297	Undine	Tomlin ...	386	Nov.	Ditto	...	2	Ditto	...	3,224 8 8 8	Hong Kong	43,939
298	Formosa	Tomlin ...	450	4	Ditto	...	5	Ditto	...	2,832 3 5 8	London	31,233
299	Rona	Morrison	784	5	Ditto	...	6	Shanghai	...	1,853 5 0 9	Ditto	44,831
300	Florence Nightingale	Beard ...	464	8	Hong Kong	...	20	New York	...	9,937 4 7 5	Ditto	23,662
301	Golden Dragon	Hoek ...	505	6	Che-foo	...	Dec.	Penang	...	996 2 3 3	P. W. Island	51,768
302	Douglas	Ashton ...	615	8	Foo-chow	...	Nov.	Swatow	...	339 4 6 2	Aberdeen	53,246
303	Yesso	Cairns ...	559	12	Swatow	...	12	Foo-chow	...	2,761 3 4 4	Hong Kong	48,343
304	Formosa	Tomlin ...	450	10	Foo-chow	...	12	Swatow	...	58 5 0 9	London	31,233
305	Undine	Tomlin ...	386	15	Swatow	...	15	Foo-chow	...	1,238 6 3 8	Hong Kong	43,939
306	Stella	Day ...	265	15	Newchwang	...	25	Shanghai	...	558 7 6 4	Ditto	50,654
307	Nippon	Peake ...	529	17	Swatow	...	Dec.	Foo-chow	...	1,401 8 8 0	London	52,783
308	Mona	Hoffenden	542	16	Ditto	...	Nov.	Manila	...	1,000 5 7 3	Ditto	47,391
309	Yesso	Cairns ...	559	19	Foo-chow	...	19	Swatow	...	57 7 2 6	Hong Kong	48,343
310	Chinese Merchant	Rozario ...	361	18	Che-foo	...	29	Singapore	...	368 9 7 1	Singapore	40,898
311	Blue Jay	Salji ...	403	19	Che-foo	...	Dec.	Singapore	...	893 4 6 4	Penang...	1,017
312	Caducius	A. Irwin	1,006	17	Foo-chow	...	31	Singapore	...	...	London...	25,240
313	Nippon	Peake ...	529	22	Ditto	...	Nov.	Swatow...	...	13 0 7 2	Ditto	52,783
314	Smyrna	Delargy...	380	20	Newchwang	...	Dec.	Che-foo	...	155 4 6 4	Belfast	50,854
315	Undine	Tomlin ...	386	23	Foo-chow	...	Nov.	Swatow...	...	18 6 1 2	Hong Kong	43,939
316	Cleopatra	Carroll ...	199	22	Tamsui	...	24	Takow	...	89 8 8 0	London...	7,170
317	Croukhane	Robertson	134	23	Takow	...	Dec.	Ditto	...	19 3 6 4	Hong Kong	32,633
318	Formosa	Tomlin ...	450	24	Swatow	...	Nov.	Foo-chow	...	1,439 2 0 1	London...	31,233
319	Panver Family	Bullter ...	368	25	Che-foo	...	Nov.	Swatow	...	...	Hong Kong	50,659
320	John Bull...	Goodland	248	26	Che-foo	...	Dec.	Saigon	...	662 1 8 2	Ditto	41,191
321	Formosa	Tomlin ...	450	29	Ningpo ...	...	Nov.	Swatow...	...	167 5 1 5	London...	31,233
322	Yesso	Cairns ...	559	29	Swatow...	...	30	Foo-chow	...	494 3 7 0	Hong Kong	48,343

No.	Name of Vessel.	Name of Master.	Tons.	Arrived.	Whence.	Value of Import Cargo.	Cleared.	Whither.	Value of Export Cargo.	Customs Dues and Duties.	Port of Registry.	Official Number.
323	Radama ...	Mackenzie	348	Dec. 1	Pugit Sound	...	...	...	...	T. m. c. c.	P. N. Scotia	43,045
324	Undine ...	Toppin ...	386	3	Swatow...	...	Dec. 3	Foo-chow	...	531 8 4 9	Hong Kong	43,939
325	Nippon ...	Peake ...	529	4	Ditto ...	...	5	Ditto	...	1,389 6 1 9	London	52,793
326	Yesso ...	Cairns ...	559	7	Foo-chow	...	7	Swatow...	...	73 5 0 7	Hong Kong	48,343
327	Formosa ...	Tomlin ...	450	5	Swatow...	...	8	Foo-chow	...	473 0 7 7	London	31,233
328	Nippon ...	Peake ...	529	10	Foo-chow	...	10	Swatow...	...	16 9 7 5	Ditto	52,793
329	Undine ...	Toppin ...	386	10	Ditto	...	10	Ditto	...	42 2 3 1	Hong Kong	43,939
330	Anna Maria	Ritchie ...	271	11	Che-foo...	...	...	...	...	606 7 8 6	Dumfries	16,261
331	Mona ...	Hoffenden	542	11	Manila ...	...	14	Manila ...	...	327 1 2 7	London	47,391
332	Cadiz ...	Davis ...	481	13	Swatow...	...	13	Foo-chow	...	32 0 2 5	Ditto	31,155
333	Hormosa ...	Tomlin ...	450	14	Foo-chow	...	14	Swatow...	...	...	Ditto	31,933
334	Amlic ...	Engstrom	427	14	Shanghai	...	...	...	...	708 5 1 5	Singapore	40,733
335	Yesso ...	Cairns ...	559	16	Swatow...	...	17	Foo-chow	...	731 6 7 3	Hong Kong	48,343
336	Japan ...	Chaffield	349	19	Hong Kong	...	24	Manila ...	...	3,340 2 6 1	London	52,747
337	Undine ...	Toppin ...	386	20	Swatow...	...	20	Foo-chow	...	413 5 8 8	Hong Kong	43,939
338	Nippon ...	Peake ...	529	22	Ditto	...	22	Ditto	...	256 6 6 9	London	52,793
339	Cadiz ...	Davis ...	481	22	Foo-chow	...	22	Swatow...	...	...	Ditto	31,155
340	Cleopatra ...	Carroll ...	199	22	Taiwan ...	...	...	...	...	...	Ditto	7,170
341	Rubicon ...	Hoseason	196	24	Shanghai	...	...	...	...	19 2 6 8	Melbourne	43,312
342	Yesso ...	Cairns ...	559	24	Foo-chow	...	24	Swatow...	...	183 4 5 8	Hong Kong	48,343
343	Nippon ...	Peake ...	529	27	Ditto	...	27	Ditto	...	2,071 6 1 8	London	52,793
344	Douglas ...	Ashton ...	615	27	Swatow...	...	27	Foo-chow	...	...	Aberdeen	53,948
345	Lord Clyde	L. Murphy	531	25	Foo-chow	...	...	...	...	...	Liverpool	29,155
	Total ...	...	143,161									

ROBERT SWINHOE, Consul.

(Signed)

British Consulate, Amoy April 15, 1867.

(No. 2.)—A RETURN of the Imports in British Vessels at the Port of Amoy during the Year ended December 31, 1866.

Articles.	Classifier.	Quantity.	Whence Imported.	Value.
				Dollars.
Almonds	Piculs ..	234 0	Tien-tsin	4,212
Aniseed, star	" ..	358 0	Canton and Macao	7,160
" broken	" ..	45 0	Ditto	900
Arsenic	" ..	350 0	Ditto	5,250
Bags, cotton	Pieces ..	825	Straits, Manila, and Saigon ..	380
Bamboo ware	Piculs ..	87 0	Foo-chow and Canton	174
" split	" ..	107 0	Ditto	154
Barley	" ..	6 0	Ditto	18
Bean cakes	" ..	86,553 0	Shanghai, Che-foo, and New-chwang	173,106
Beef, dried	" ..	1,218 6	Hong Kong, Straits, & Manila	12,180
Beeswax	" ..	162 0	Straits and Manila	8,100
Betel leaves	" ..	512 0	Swatow	3,072
Beche de mer, black ..	" ..	618 0	Straits, Hong Kong, & Manila	30,900
" white	" ..	2,994 0	Ditto	89,820
Birds' nests, No. 1 ..	" ..	0 36	Hong Kong	1,080
" No. 2	" ..	3 41	Hong Kong, Straits, and Java	6,820
" No. 3	" ..	13 51	Ditto	13,510
Bones, buffalo and cow.	" ..	246 0	Ningpo, Che-foo, & Formosa	492
Brass buttons	" ..	102 0	Canton	4,044
" foil	" ..	28 0	Ditto	1,682
" ware	" ..	84 0	Ningpo and Canton	6,080
" wire	" ..	2 39	Ditto	200
Brooms, brushes	Pieces ..	1,347	Canton	67
Caps, silk	" ..	1,363	Ditto	681
Cardamoms, superior ..	Piculs ..	1 0	Straits and Java	153
" inferior	" ..	10 0	Straits, Siam, and Canton ..	2,250
Castor oil	" ..	2 0	Ditto	Unknown
Cassia lignea	" ..	44 0	Canton and Macao	308
" broken	" ..	4 0	Ditto	18
" buds	" ..	17 0	Ditto	1,110
" twigs	" ..	21 0	Ditto	90
Chalk, prepared	" ..	200 0	Canton	1,200
Chesnuts	" ..	72 0	Che-foo	720
China roots	" ..	384 0	Canton, Shanghai, Che-foo, and Ningpo	2,688
" ware, fine	" ..	26 0	Canton	910
" " coarse	" ..	27 45	Ditto	329
Cigars	" ..	70,800 0	Ditto	180
Cinnabar	" ..	0 40	Shanghai and Canton	94
Cinnamon	" ..	29 0	Canton	17,400
Clocks	Pieces ..	115	Hong Kong and Manila	106
Cloves	Piculs ..	4 43	Hong Kong and Straits	99
Coals	Tons ..	9,974	Great Britain and Formosa ..	119,688
Coblet shells	Pairs ..	83,610	Canton and Macao	3,480
Cochineal	Piculs ..	1 14	Ditto	285
Cocoa-nut shells	Pieces ..	1,150	Hong Kong	58
" husks	Piculs ..	20 0	Ditto	10
Copperas	" ..	13 0	Straits	286
Copper ware	" ..	3 0	Ditto	225
Coffee	" ..	1 0	Hong Kong, Straits, & Manila	20
Cotton	" ..	33,101 0	Hong Kong, Straits, & Coast Ports	993,030
" cord	" ..	66 0	Canton	600
" stockings	" ..	11 81	Ditto	660
" thread	" ..	2 16	Hong Kong, Straits, & Java	194
" yarn	" ..	3,686 0	Ditto	294,880
Cotton piece goods—				
Shirtings, grey	Pieces ..	50,640	Hong Kong, Straits, & Manila	253,200
" white	" ..	15,533	Ditto	62,132

Articles.	Classifier.	Quantity.	Whence Imported.	Value.
Cotton piece goods—				Dollars.
Shirtings, dyed ..	Pieces ..	5,593	Hong Kong, Straits, & Manila	27,965
„ spotted and white	„ ..	1,193	Ditto ..	5,650
American drills ..	„ ..	3,319	Ditto ..	26,552
T-cloths ..	„ ..	11,316	Ditto ..	36,777
Turkey reds ..	„ ..	3,562	Ditto ..	12,467
Handkerchiefs ..	„ ..	303	Ditto ..	303
Chintzes ..	„ ..	1,847	Ditto ..	4,618
Jeans ..	„ ..	589	Ditto ..	4,712
Muslins ..	„ ..	28	Ditto ..	42
Brocades ..	„ ..	1,174	Ditto ..	6,105
Damask ..	„ ..	495	Ditto ..	4,455
Velvets ..	„ ..	573	Ditto ..	3,151
Canvas ..	„ ..	905	Ditto ..	10,860
Cutch ..	Piculs ..	4	0 Shanghai and Ningpo ..	36
Cuttlefish ..	„ ..	634	0 Chefoo ..	6,279
Dates, black ..	„ ..	495	0 Ningpo, Shanghai, & Che-foo	4,950
„ red ..	„ ..	512	0 Canton ..	3,072
Dressing cases ..	Pieces ..	272	Hong Kong, Foo-chow, and Ningpo	652
Dye, foreign ..	Piculs ..	3,381	0 Straits and Java ..	3,789
Earthenware ..	„ ..	16	0 Che-foo and Newchwang ..	96
Eggs ..	Pieces ..	11,820	Canton ..	495
Fans, gauze ..	„ ..	120	Ditto ..	41
„ feather ..	„ ..	1,550	Canton and Macao ..	260
„ palm-leaf trimmed ..	„ ..	14,355	Ditto ..	196
„ „ untrimmed ..	„ ..	548,500	Manila and Java ..	32,910
„ paper ..	„ ..	39,907	Straits, Hong Kong, and Java	1,998
Feathers, kingfishers' ..	„ ..	6,576	Ditto ..	812
Felt ..	„ ..	1,258	Canton ..	540
Fire-crackers ..	Piculs ..	18	0 Hong Kong, Ningpo, and Tien-tsin	450
Flour ..	„ ..	8,220	0 Ningpo, Che-foo, and Newchwang	41,100
Flower roots ..	„ ..	7,600	0 Ditto ..	228
Fruits, fresh ..	„ ..	6	0 Ditto ..	12
„ dried ..	„ ..	35	0 Hong Kong, Straits, and Coast Ports	63
Fish, dried ..	„ ..	25,738	0 Ditto ..	244,511
„ maws ..	„ ..	5	0 Ditto ..	400
„ salt ..	„ ..	12,962	0 Ditto ..	77,772
„ shell ..	„ ..	701	0 Ditto ..	12,618
„ skins ..	„ ..	18	22 Ditto ..	182
Fungus ..	„ ..	223	0 Canton, Foo-chow, Shanghai, &c.	3,791
Fur cloth ..	Pieces ..	4,690	Ditto ..	5,100
Galangal ..	Piculs ..	121	0 Siam ..	968
Gambier ..	„ ..	2	0 Hong Kong and Straits ..	16
Ginger, dried ..	„ ..	11	0 Canton ..	110
Ginseng, Am. clarified ..	„ ..	65	0 Formosa ..	39,000
„ „ Japan, No. 1 ..	„ ..	2	5 Hong Kong ..	3,400
„ „ No. 2 ..	„ ..	2	72 Ditto ..	3,000
Glass beads ..	„ ..	12	5 Canton and Straits ..	850
„ bangles ..	„ ..	52	72 Ditto ..	5,000
„ lamp ..	„ ..	27	0 Ditto ..	23
„ ware ..	„ ..	50	0 Ditto ..	20,450
Glue ..	„ ..	23	0 Shanghai, Straits, Formosa ..	158
Gold thread, imitation ..	„ ..	454	0 Europe ..	20
Grass cloth, fine ..	Pieces ..	26	40 Canton ..	325
„ coarse ..	„ ..	0	11 Ditto ..	10,890
Ground cakes ..	Piculs ..	6	47 Ningpo and Formosa ..	7,954
„ nuts ..	„ ..	363	0 Straits and Formosa ..	22,285
Gum benjamin ..	„ ..	3,477	0 Straits and Hong Kong ..	497

Articles.	Classifier.	Quantity	Whence Imported.	Value.
				Dollars.
Gum, myrrh	Piculs ..	4,457 0	Hong Kong	50
Gypsum	" ..	12 42	Ningpo, Shanghai, & Canton	628
Hams	" ..	2 45	Ditto	1,204
Hartall	" ..	628 0	Shanghai	3,310
Hats, felt	Pieces ..	26	Canton	400
" straw	" ..	41 41	Ditto	125
Hair, goats	Piculs ..	824 0	Shanghai and Newchwang ..	70
Hemp	" ..	550 0	Manila and Formosa ..	19,418
" sacking	Pieces ..	7	Tien-tsin	223
" twine	Piculs ..	647 0	Canton, Straits, and Manila ..	1,800
Horns, buffalo and cow	" ..	26 0	Ditto	926
" young deer	Pairs ..	45	Ditto	400
" old deer	Piculs ..	1 47	Manila	437
" rhinoceros	" ..	0 18	Straits and Manila	255
" ware	" ..	1 0	Hong Kong, Straits, & Manila	180
Indigo, dried	" ..	127 14	Ditto	280
" liquid	" ..	800 0	Ditto	312
Hides, buffalo and cow ..	" ..	109 0	Ditto	562
" horse	" ..	400 0	Ditto	4
" rhinoceros	" ..	23 0	Ditto	20
Honey	" ..	17 14	Manila	3,750
Hoofs, cows	" ..	20 0	Straits and Manila	3,200
Ink stones	Pieces ..	1,111	Canton	247
Iron-ware	Piculs ..	27 0	Canton and Manila	756
Isinglass	" ..	32 0	Hong Kong	5,141
Ivory	" ..	0 33	Straits and Saigon	49
Jade	" ..	38 30	Canton	532
Lacquered ware	" ..	140 0	Ditto	4,200
Lamps	Pieces ..	140	Hong Kong, Canton, & Straits	120
Lamp-black	Piculs ..	133 0	Ditto	848
" wick	" ..	2 0	Ditto	120
Leather	" ..	220 0	Ditto	2,640
" ware	" ..	6 0	Siam, Canton, and Straits ..	180
Lily flowers, dried	" ..	1,181 0	Newchwang, Formosa, and Canton	20,077
Linen, brown	Pieces ..	329	Hong Kong and Manila	329
" fine	" ..	103	Ditto	1,030
" and cotton mixtures	" ..	30	Ditto	30
Lard	Piculs ..	18 0	Ditto	180
Liquorice	" ..	142 0	Foo-chow, Ningpo, & Tien-tsin	2,130
Lungans	" ..	5 40	Shanghai and Tien-tsin ..	85
Mangrove bark	" ..	6,861 0	Hong Kong, Straits, & Java	6,861
Manure	" ..	1,547 0	Ningpo, Shanghai, & Formosa	15,470
Mats	Pieces ..	24,813	Foo-chow, Straits, and Saigon	24,813
Matches	Gross ..	21,463	Straits, Manila & Hong Kong	11,353
Mangoes	Piculs ..	5 0	Ditto	2,146
Medicine	" ..	4,786 0	Ditto	95,720
Metal—				
Iron wire	" ..	256 0	Hong Kong, Straits, & Manila	2,056
" old	" ..	77 0	Ditto	154
" manufactured	" ..	589 0	Ditto	2,066
Lead	" ..	6,803 0	Ditto	40,818
Steel	" ..	242 0	Ditto	1,694
Copper, old	" ..	13 0	Ditto	195
Tin	" ..	143,520 0	Ditto	143,520
Quicksilver	" ..	227 0	Ditto	20,430
Yellow and nails	" ..	1,164 0	Ditto	39,448
Mirrors	Pieces ..	12,579	Ditto	267
Mussels, dried	Piculs ..	355 0	Siam	1,775
Mushrooms	" ..	72 0	Foo-chow, Canton, and Siam	4,320
Nankeens	" ..	116 0	Foo-chow, Ningpo, & Shanghai	6,960
Needles	Packets	7,060	Hong Kong and Straits ..	141

Articles.	Classifier.	Quantity.	Whence Imported.	Value.
				Dollars.
Nut galls	Piculs ..	63 0	Straits, Hong Kong, Shang- hae, &c.	756
Nut, betel	" ..	120 0	Straits, Hong Kong, & Manila	600
Oil, pea	" ..	439 0	Foo-chow, Shanghai, Che-foo	5,268
" kerosine	" ..	34 0	Foo-chow, Hong Kong, and Straits	170
" vegetable	" ..	552 0	Foo-chow, Ningpo, and New- chwang	6,634
" paint	" ..	88 0	Hong Kong and Straits ..	1,144
" nuts	" ..	104 0	Manila and Straits ..	572
" peppermint	" ..	8,720 0	Foo-chow, Canton, & Shanghai	415
" tea	" ..	264 0	Ditto	3,168
" clove	" ..	5,200 0	Straits, Java, and Manila ..	208
Oars	Pieces ..	558	Hong Kong	1,116
Oilcake	Piculs ..	10,384 0	Straits, Manila, and Java ..	20,768
Oranges, fresh	" ..	1,284 0	Foo-chow and Formosa ..	7,062
Ornaments	Pieces ..	48	Canton	216
Oysters and other shells	Piculs ..	94 0	Manila	329
Paddy	" ..	61 0	Straits, Manila, and Java ..	122
Paint	" ..	284 0	Great Britain and Hong Kong	7,150
" green	" ..	5 0	Ditto	125
Paper, No. 1	" ..	220 0	Shanghai and Canton ..	2,640
" oil	" ..	21 0	Ditto	336
Peppermint leaf	" ..	5 0	Straits and Manila ..	100
Peas	" ..	60,991 0	Canton, Ningpo, & Tien-tsin	182,973
Pears	" ..	247 0	Che-foo	1,111
Pearl barley	" ..	179 0	Newchwang	1,790
Pepper, black	" ..	4 0	Straits and Siam ..	36
" white	" ..	80 0	Ditto	4,140
Pewter-ware	" ..	2 0	Hong Kong and Canton ..	60
Pickles	" ..	30 0	Che-foo, Canton, &c. ..	150
Pictures	Pieces ..	195	Canton	98
Pineapples	Piculs ..	1,100 0	Formosa	33
Potash	" ..	87 0	Straits and Java ..	826
Potatoes	" ..	27 0	Canton, Macao, and Che-foo	108
Pork, dried	" ..	298 0	Straits, Manila, Hong Kong, &c.	3,815
Putchuck	" ..	35 0	Straits and Canton ..	875
Pumelo peel	" ..	1 0	Java, Straits, and Hong Kong	50
Raisins	" ..	9 0	Java, Newchwang, Hong Kong	192
Rattans	" ..	349 0	Java, Siam, and Manila ..	1,396
Red lead	" ..	2 0	Canton	26
Resin	" ..	39 0	Straits, Hong Kong, &c. ..	312
Rice	" ..	88,617 0	Straits, Manila, Chefoo, and Formosa	221,542
" red	" ..	341 0	Foo-chow and Canton ..	7,165
" paper	" ..	0 20	Canton and Macao ..	20
Rhubarb	" ..	92 0	Java, Canton, and Shanghai.	2,208
Rouge	Books ..	1,708	Canton	24
Rope, Europe	Piculs ..	128 0	Hong Kong	1,536
" Manila	" ..	116 0	Manila and Hong Kong ..	1,044
Samshoo	" ..	2,065 0	Ningpo, Chefoo, Canton, &c.	12,390
Sago	" ..	844 0	Manila and Hong Kong ..	4,220
Safflower	" ..	312 0	Shanghai	62,400
Sandalwood	" ..	368 0	Straits and Hong Kong ..	1,288
Sapan-wood	" ..	619 0	Straits, Hong Kong, & Manila	1,857
Scales	Pieces ..	723	Canton	1,456
Seaweed	Piculs ..	11 19	Straits and Formosa ..	88
Seeds—				
Mustard	" ..	19 0	Ningpo and Che-foo ..	190
Lily or lotus	" ..	181 0	Saigon, Foo-chow, & Canton	7,240
Sesamon	" ..	11,707 0	Straits, Manila, Shanghai, &c.	58,535
Cotton	" ..	16 0	Straits, Manila, &c. ..	80

Articles.	Classifier.	Quantity.	Whence Imported.	Value.
Seeds—				Dollars.
Millet	Piculs ..	1,100 0	Straits, Manila, and Che-foo	11,000
Flower	" ..	115 0	Straits and Manila ..	1,150
Melon	" ..	812 0	Formosa, Canton and Che-foo	8,932
Vegetable ..	" ..	96 0	Ningpo, Newchwang, and Che-foo	768
Sharks' fins, black ..	" ..	0 40	Straits, Manila, & Hong Kong	7
" white	" ..	9 37	Ditto	468
Shoes, Chinese ..	Pairs ..	7,174	Canton	4,305
" straw	" ..	6,496	Che-foo and Ningpo ..	2,598
Shrimp paste ..	Piculs ..	16 0	Manila	256
Sinews, buffalo ..	" ..	348 0	Straits, Java, and Formosa ..	5,206
" deer	" ..	12 0	Manila, Hong Kong, Straits, Formosa	336
Skins, hare	Pieces ..	300	Hong Kong, Shanghai, Foo-chow	150
" goat	" ..	42	Ditto	126
" deer	" ..	122	Ditto	137
" snake	" ..	1,178	Ditto	1,178
Silk piece goods ..	Piculs ..	71 32	Manila, Che-foo, Ningpo, and Canton	53,229
" raw	" ..	217 66	Canton, Shanghai, & Che-foo	152,688
" pongees	" ..	3 0	Ditto	2,100
" ribbons	Pieces ..	32 64	Ditto	19,584
" thread	" ..	13 9	Ditto	10,500
" and cotton mixtures	" ..	1 17	Ditto	234
" lines	" ..	0 73	Ditto	532
Smalts	Piculs ..	9 0	Shanghai and Canton ..	540
Spectacles	Pairs ..	2,890	Ditto	200
Sticlac	Piculs ..	23 0	Canton and Foo-chow ..	830
Sugar, brown	" ..	141 0	Straits, Hong Kong, Manila.	705
" white	" ..	40 0	Ditto	400
Tallow, scraps ..	" ..	98 0	Manila	980
" animal	" ..	249 0	Ditto	2,490
Tar and pitch	" ..	496 0	Europe, Straits, Hong Kong, and Siam	3,796
Tea mats	Pieces ..	397,180	Foo-chow, Shanghai, & Canton	2,302
Teak wood	Sq. feet.	546	Straits and Manila ..	790
Timber, hard, planks ..	Pieces ..	2,430	Straits, Hong Kong & Manila	1,215
Beams	" ..	108	Ditto	540
Tinder	Piculs ..	216 0	Straits, Hong Kong, and Shanghai	7,560
Tinfoil	" ..	7 40	Canton	296
Tin-ware	" ..	28 0	Ditto	1,400
" plates	" ..	16 0	Ditto	128
Tobacco leaf	" ..	1,283 0	Formosa and Canton ..	16,679
" prepared	" ..	682 0	Straits, Manila, & Hong Kong	20,460
Tooth brushes ..	Pieces ..	1,020	Straits, Canton, & Hong Kong	56
Turmeric	Piculs ..	46 0	Formosa	322
Turpentine	" ..	17 20	Hong Kong and Straits ..	744
Umbrellas, cotton ..	Pieces ..	1,683	Hong Kong, Manila, & Canton	842
" silk	" ..	164	Ditto	902
Varnish	Piculs ..	321	Canton and Ningpo ..	6,420
Vermicelli	" ..	2,128	Ningpo, Che-foo, & Formosa	21,280
Vermilion	" ..	2 41	Canton	231
Vinegar	" ..	15 0	Ningpo	90
White wax	" ..	171 0	Hong Kong, Formosa, and Coast Ports	41,040
White lead	" ..	131 0	Hong Kong, Great Britain, and Foo-chow	1,441
Wheat	" ..	26,926 6	Che-foo and Newchwang ..	117,704
Wood-ware	" ..	131 0	Ningpo, Macao, and Canton.	2,620
" fragrant	" ..	11 36	Straits, Siam, Java ..	155
" garoo	" ..	4 8	Ditto	1,418

Articles.	Classifier.	Quantity.	Whence Imported.	Value.
				Dollars.
Wood, cedar ..	Piculs...	43 0	Straits, Siam, Manila ..	860
" ebony ..	" "	202 0	Ditto ..	606
" camphor ..	" "	9 0	Straits, Siam, Formosa ..	180
Woollens—				
Alpaca ..	Pieces...	31	Straits and Hong Kong ..	372
Blankets ..	" "	391	Ditto ..	1,564
Spanish stripes ..	" "	871	Ditto ..	23,517
Long ells ..	" "	1,616	Ditto ..	17,776
Broad, habit, and medium cloth ..	" "	91	Ditto ..	819
Camlets, English ..	" "	1,935½	Ditto ..	48,385
" Dutch ..	" "	10	Ditto ..	300
Bombazettes ..	" "	74	Ditto ..	370
Flannels ..	" "	44	Ditto ..	508
Lastings ..	" "	669	Ditto ..	12,042
Rugs ..	" "	64	Ditto ..	256
Buntings ..	" "	1,074	Ditto ..	12,888
Cotton mixtures ..	" "	606	Ditto ..	3,030
Teas, congou ..	Piculs...	60 0	Foo-chow and Hong Kong ..	1,200
" oolong ..	" "	1,221 40	Ditto ..	30,525
Opium, Benares ..	" "	4,466 83	Straits and Hong Kong ..	2,858,771
" Patna ..	" "	751 60	Ditto ..	503,572
" Malwa ..	" "	13 0	Ditto ..	8,580
" Turkey ..	" "	35 44	Ditto ..	21,264
" Persian ..	" "	71 59	Ditto ..	67,603
" husks ..	" "	7 80	Ditto ..	508
MISCELLANEOUS.				
Window glass ..	Sq. ft...	52,900	Ditto ..	16,165
Fans, silk ..	Pieces...	90	Canton ..	45
Asafoetida ..	Piculs ..	4 30	Ditto ..	86
Rose mallow ..	" "	10 89	Hong Kong ..	161
Preserves ..	" "	12 38	Straits and Hong Kong ..	122
Prawns, dried ..	" "	7,299	Straits, Manila, & Hong Kong ..	108,435
Treasure ..	" "	..	" "	482,717
Total ..	" "	..	" "	8,710,156

Amounting in all to 8,710,156 dollars, equal, at 4s. 6d., average rate of exchange during the year for dollars, to 1,959,785l. 2s. sterling.

(Signed)
British Consulate, Amoy,

ROBERT SWINHOE, *Consul.*

(No. 3.)—A RETURN of the Exports in British Vessels at the Port of Amoy during the Year ended December 31, 1866.

Description of Goods.	Classifier.	Quantities.	Whither Exported.	Value.
				Dollars.
Almonds ..	Piculs ..	116 83	Hong Kong ..	2,108
Arbutus, dried ..	" ..	12 35	Ditto ..	87
Arrow-root ..	" ..	6 80	Straits, Java, and Manilla ..	85
Artificial flowers ..	" ..	3 86	Ditto ..	110
Bamboos ..	" ..	974 0	Formosa, Shanghai & Chefoo	97
Bamboo shoots ..	" ..	75 3	Manilla ..	337
" split ..	" ..	623 0	Formosa, Shanghai, Chefoo	935
" ware ..	" ..	119 0	Straits, Manilla, and Saigon	2,975
Bean curd ..	" ..	13 35	Straits, Manilla, Saigon, and Hong Kong	74
Betel leaves ..	" ..	4 48	Hong Kong ..	27
" nut husks ..	" ..	11 82	Ditto ..	57
Brass buttons ..	" ..	0 62	Formosa, Shanghai, & Chefoo	62
" ware ..	" ..	1 58	Straits, Manilla, and Saigon	79
Bricks ..	Pieces ..	79,500	Straits, Manilla, & Hong Kong	536
Brooms ..	" ..	11,070	Straits and Manilla	265
Cardamons, superior	Piculs ..	0 10	Ditto ..	15
Chesnuts ..	" ..	17 15	Ditto ..	86
Chintzes ..	Pieces ..	20	Ditto ..	60
Compasses ..	" ..	360	Ditto ..	36
China root ..	Piculs ..	15 39	Straits, Manilla, and Java ..	92
" ware, fine ..	" ..	16 38	Straits, Manilla, and Siam ..	602
" coarse ..	" ..	8,317 0	Hong Kong and Siam ..	99,804
Coblet shells ..	Pieces ..	2,583	Straits, Siam, and Manilla ..	113
Cotton clothing ..	Piculs ..	0 28	Formosa ..	15
" rags ..	" ..	30 0	Ditto ..	210
Cuttle fish ..	" ..	7 22	Ditto ..	301
Dates, black ..	" ..	2 30	Straits and Java ..	230
" red ..	" ..	110 0	Straits, Java, and Manilla ..	660
Dye, red ..	" ..	40 0	Ditto ..	15
Earthenware ..	" ..	986 0	Straits, Hong Kong, Siam, &c.	5,316
Fans, paper ..	Pieces ..	7,760 0	Java and Manilla ..	388
" palm leaf, trimmed	" ..	4,000	Ditto ..	40
" palm leaf, untrimmed	" ..	1,000	Straits, Manilla, and Hong Kong	6
Fish, shell ..	Piculs ..	21 0	Ditto ..	283
Fire crackers ..	" ..	54 0	Straits, Java, and Siam ..	1,242
Flour, potato ..	" ..	2,915 0	Formosa, Shanghai, &c. ..	11,660
Flower roots ..	Pieces ..	209,315	Manilla, Hong Kong, &c. ..	2,093
Fowls, feather ..	Piculs ..	20 0	Straits ..	429
Fruits, fresh ..	" ..	63 0	Formosa and Foo-chow ..	126
" dried ..	" ..	57 0	Straits, Manilla, and Java ..	150
Fungus ..	" ..	6 0	Java, Manilla, Hong Kong ..	148
Fur cloth ..	Pieces ..	140	Formosa ..	140
Garlic ..	Piculs ..	93 60	Straits, Manilla, Hong Kong	279
Ginger ..	" ..	60 0	Northern Ports ..	600
Glassware ..	" ..	1 82	Ditto ..	82
" window	Sq. ft. ..	100	Hong Kong ..	25
Glue ..	Piculs ..	297 0	Straits and Manilla	2,970
Gold leaf, imitation ..	Pieces ..	3,040,000	Straits, Java, and Manilla ..	2,700
" thread ..	Piculs ..	8 36	Ditto ..	1,712
" leaf, real ..	Pieces ..	12,000,000	Ditto ..	2,400
Grass cloth, coarse ..	Piculs ..	3 0	Manilla ..	105
Ground nuts ..	" ..	4 0	Straits and Saigon ..	20
Gypsum ..	" ..	10 60	Straits ..	200
Hams ..	" ..	6 50	Hong Kong, Straits, & Manilla	266
Hats, straw ..	Pieces ..	150	Hong Kong, Java, and Siam	30
" felt ..	" ..	400	Straits and Saigon ..	200
Hemp ..	Piculs ..	73	Straits and Manilla	2,190

Description of Goods.	Classifier.	Quantities.	Whither Exported.	Value.
				Dollars.
Hemp bags ..	Pieces ..	173,820	Straits and Manilla ..	13,800
„ sacking ..	„ ..	44,050	Foo-chow ..	7,200
„ fibre ..	Piculs ..	200 60	Foo-chow and Manilla ..	1,003
„ twine ..	„ ..	2 40	Hong Kong, Straits, & Manilla ..	90
Hides, cows ..	„ ..	99 20	Ditto ..	821
Horn ware ..	„ ..	2 64	Straits and Manilla ..	53
Iron ware ..	„ ..	439 0	Ditto ..	5,670
Joss sticks ..	„ ..	91 30	Hong Kong, Straits, & Manilla ..	1,850
Kittysols ..	Pieces ..	31,100	Ditto ..	31,100
Lamp black ..	Piculs ..	19 0	Ditto ..	152
Lichees, dried ..	„ ..	531 0	Hong Kong, Straits, &c. ..	5,310
Lily flowers ..	„ ..	30 0	Hong Kong, Straits, & Manilla ..	510
Lime ..	„ ..	6 0	Saigon ..	42
Langnans, dried ..	„ ..	3,884 0	Straits, Hong Kong, & Manilla ..	50,492
„ pulp ..	„ ..	61 0	Ditto ..	2,745
Maccaroni ..	„ ..	189 0	Ditto ..	1,218
Mats ..	Pieces ..	1,500	Hong Kong, and Manilla ..	300
Medicine ..	Piculs ..	572 0	Straits, Hong Kong, & Manilla ..	10,742
Metals, iron wire ..	„ ..	43 0	Foo-chow, Ningpo, & Formosa ..	414
„ iron, old ..	„ ..	123 0	Ditto ..	369
„ manufactured ..	„ ..	91 0	Straits, Hong Kong, & Saigon ..	312
„ copper, old ..	„ ..	988	Hong Kong and Siam ..	15,635
„ yellow metal and nails ..	„ ..	204 0	Ditto ..	3,060
Mirrors ..	Pieces ..	30,060	Straits and Java ..	24
Mushrooms ..	Piculs ..	32 0	Hong Kong, Siam, & Saigon ..	1,920
Nankeens ..	„ ..	396 0	Hong Kong, Straits, & Manilla ..	23,760
Nut galls ..	„ ..	1 44	Ditto ..	14
Olives, salted ..	„ ..	32 0	Ditto ..	320
Onions ..	„ ..	51 0	Ditto ..	171
Oil, sesamum ..	„ ..	5 24	Ditto ..	27
Oranges, fresh ..	„ ..	212 0	Ditto ..	1,060
Ornaments ..	Pieces ..	808	Ditto ..	82
Oysters, dried ..	Piculs ..	15 0	Ditto ..	135
Paint ..	„ ..	2 38	Ditto ..	82
Paper, 1st quality ..	„ ..	1,350 0	Hong Kong, Manilla, & Siam ..	16,200
„ 2nd quality ..	„ ..	2,308 0	Hong Kong, Straits, & Manilla ..	16,156
Peas ..	„ ..	85 0	Ditto ..	255
Pears ..	„ ..	84 0	Ditto ..	592
Peel, orange ..	„ ..	86 0	Ditto ..	5,232
Pers ..	Pieces ..	84,200	Ditto ..	700
Persimmons, fresh ..	Piculs ..	184 0	Ditto ..	184
„ dried ..	„ ..	488 0	Ditto ..	2,440
Pestles and mortars ..	Pieces ..	1,732	Ditto ..	259
Pickles ..	Piculs ..	233 0	Ditto ..	1,065
Potatoes, dried ..	„ ..	23 0	Hong Kong and Straits ..	92
Poles ..	Pieces ..	1,558	Formosa and Shanghai ..	779
Planks, coffin ..	„ ..	99	Northern Ports ..	495
„ softwood ..	Sq. ft. ..	32,732	Shanghai and Formosa ..	1,637
Preserves ..	Piculs ..	1,067 0	Hong Kong, Straits, & Manilla ..	10,670
Prawns, dried ..	„ ..	8 0	Straits and Saigon ..	120
Pumeloës ..	„ ..	189 30	Straits and Manilla ..	568
Peaches, salted ..	„ ..	9 60	Ditto ..	19
Pewter ware ..	„ ..	0 59	Hong Kong, Straits, & Manilla ..	18
Raisins ..	„ ..	5 21	Hong Kong, Straits, & Java ..	115
Red lead ..	„ ..	8 14	Hong Kong, Straits, & Manilla ..	104
„ rice ..	„ ..	2 0	Hong Kong, Java, & Manilla ..	39
Rice ..	„ ..	4,775 0	Ditto ..	11,937
„ paper ..	„ ..	37 63	Hong Kong and Straits ..	3,763
Rhubarb ..	„ ..	14 0	Straits and Siam ..	336
Rouge ..	„ ..	0 19	Ditto ..	187
Samshoo ..	„ ..	99 0	Hong Kong and Manilla ..	5,940
Seaweed ..	„ ..	5 60	Ditto ..	78

Description of Goods.	Classifier.	Quantities.	Whither Exported.	Value.
				Dollars.
Seed, flower ..	Piculs ..	569 0	Straits	8,113
„ carraway ..	„ ..	7 65	Ditto	76
„ indigo ..	„ ..	23 30	Ditto	365
„ lily and lotus..	„ ..	3 0	Hong Kong and Manilla ..	120
„ lucraban ..	„ ..	36 0	Ditto	144
„ melon ..	„ ..	146 0	Manilla and Saigon ..	1,606
„ vegetable ..	„ ..	2 0	Straits and Manilla ..	12
Shoes, Chinese ..	Pieces..	3,313	Hong Kong, Manilla, Saigon, &c.	2,507
„ straw ..	„ ..	150	Ditto	38
Sago ..	Piculs ..	84 0	Ditto	420
Silk embroidery ..	„ ..	0 11	Java	88
„ gauze ..	„ ..	0 3	Ditto	15
„ piece goods ..	„ ..	0 74	Straits and Hong Kong ..	556
„ ribbons ..	„ ..	0 8	Ditto	40
„ thread ..	„ ..	6 71	Java, Straits, and Hong Kong	5,368
Soy ..	„ ..	7 0	Ditto	21
Sugar, brown ..	„ ..	10,760 0	Hong Kong, Straits, & Coast Ports	48,420
„ candy ..	„ ..	15,332 0	Ditto	221,864
„ white ..	„ ..	2,774 0	Ditto	27,740
Straw braid ..	„ ..	10 89	Hong Kong, Straits, & Java	60
Stones, granite ..	Pieces..	10,857	Hong Kong, Straits, &c. ..	3,619
„ grave ..	„ ..	45	Ditto	154
Tallow ..	Piculs ..	1 0	Ditto	10
Tar ..	„ ..	25 20	Ditto	36
Tea canisters ..	Pieces..	24,212	Hong Kong, Straits, and Coast Ports	726
Tiles ..	„ ..	1,409,312	Ditto	42,299
Tobacco, prepared ..	Piculs ..	1,355 0	Ditto	40,650
Turnips, salted ..	„ ..	314 0	Ditto	628
Turmeric ..	„ ..	326 0	Ditto	2,282
Toys, clay ..	Pieces..	2,460	Ditto	30
Vermicelli ..	Piculs ..	2,302 0	Ditto	23,020
Varnish ..	„ ..	52 0	Ditto	1,040
Vermillion ..	„ ..	27 0	Ditto	2,592
Vegetables, salt ..	„ ..	298 0	Ditto	292
Wax, white ..	„ ..	12 0	Hong Kong and Straits ..	2,880
Walnuts ..	„ ..	32 0	Manilla.. ..	192
White lead ..	„ ..	3 0	Hong Kong, Straits, and Coast Ports	31
Whetstones ..	Pieces..	2,560	Ditto	13
Wigs ..	Piculs ..	3 40	Ditto	104
Wood, fragrant ..	„ ..	3 0	Ditto	42
„ ware ..	„ ..	8 0	Ditto	144
Yeast ..	„ ..	1 20	Manilla.. ..	24
Tea—				
Caper ..	„ ..	35 0	Straits and Java ..	875
Congou ..	„ ..	6,437 0	Europe, America, and Coast Ports ..	144,832
Pouchong ..	„ ..	396 0	Ditto	9,702
Oolong..	„ ..	26,685 0	Ditto	653,782
Souchong ..	„ ..	640 0	Ditto	15,680
Total ..	„ ..	..	..	1,669,606
Treasure ..	„ ..	..	..	3,507,937
Grand Total ..	„ ..	..	..	5,177,543

Amounting in all to 5,177,543 dollars, equal at 4s. 6d. average rate of exchange during year per dollar, to 1,164,947l. 3s. 6d. sterling.

British Consulate,
Amoy, April 15, 1867.

(Signed)

ROBERT SWINHOE,
Consul.

(No. 4.)—A RETURN of the Re-exports in British Vessels at the Port of Amoy, during the Year ended December 31, 1866.

Description of Goods.	Classifier.	Quantities.	Whither Re-exported.	Value.
				Dollars.
Almonds	Piculs..	63 50	Foo-chow,Shanghae,&Swatow	1,143
Aniseed, star ..	" ..	5 63	Foo-chow	113
Arsenic	" ..	1 64	Ditto	25
Betel husk	" ..	40 40	Foo-chow, Shanghae, Che-foo	200
" leaves	" ..	16 0	Ditto	112
" nuts	" ..	95 0	Ditto	285
Birds nests, 1st quality	" ..	0 56	Formosa, Foo-chow, Ningpo	1,680
" 2nd	" ..	5 45	Ditto	10,860
" 3rd	" ..	0 8	Ditto	80
Brass buttons	" ..	1 64	Ditto	164
Biche de mer, black ..	" ..	347 0	Ditto	17,350
" white	" ..	407 0	Ditto	12,210
Cardamons, superior ..	" ..	4 87	Ditto	2,240
Cotton	" ..	856 0	Hong Kong	27,649
" yarn	" ..	248 0	Ditto	19,840
" thread	" ..	0 80	Ditto	72
" seed	" ..	1 80	Ditto	8
Cotton piece goods—				
Shirtings, grey	Pieces ..	6,200	Formosa and Foo-chow ..	31,000
" white	" ..	250	Ditto	1,000
" coloured, spotted	" ..	592	Ditto	2,960
" dyed, brocade	" ..	300	Ditto	1,500
T-cloth	" ..	800	Ditto	2,800
American drills	" ..	80	Ditto	640
Chintzes	" ..	80	Ditto	280
Cuttle fish	Piculs..	43 66	Manilla.. ..	1,335
Clocks	Pieces ..	8	Formosa and Hong Kong ..	24
Coblet shells	" ..	3,000	Foo-chow and Ningpo ..	120
Dye, red	Piculs..	1 95	Formosa	75
" foreign	Bottles	99	Ditto	198
Fish skins	Piculs..	506 80	Straits, Java, and Manilla ..	5,068
" salt	" ..	38 20	Ditto	229
" shell	" ..	75 69	Ditto	907
Gambier	" ..	16 58	Ditto	133
Ginseng, American, clarified	" ..	0 30	Foo-chow	252
Grass cloth, coarse	" ..	17 36	Ditto	521
Guano	" ..	319 52	Ditto	959
Lily flowers.. ..	" ..	36 66	Formosa	623
Leather	" ..	8 34	Manilla.. ..	70
Hemp	" ..	7 90	Hong Kong	238
" sacking	Pieces..	810	Ditto	96
Medicine	Piculs..	137 0	Foo-chow, Shanghae, and Formosa	1,507
Metal, lead	" ..	972 0	Foo-chow, Hong Kong, and Che-foo	6,410
" tin	" ..	543 0	Ditto	15,942
" yellow metal	" ..	47 55	Hong Kong	1,566
" " old	" ..	16 50	Ditto	248
" quicksilver	" ..	1 13	Formosa	102
" mirrors	Pieces..	108	Ditto	15
Nutmegs	Piculs..	1 9	Foo-chow	60
Oars	Pieces..	10	Formosa	20
Oil, pea	Piculs..	107 35	Foo-chow	1,292
Oyster shells	" ..	48 0	Shanghae	192
Paint	" ..	2 52	Formosa	64
Paper, 1st quality	" ..	7 36	Ditto	90
" 2nd quality .. ..	" ..	..	.. ..	..

Description of Goods.	Classifier.	Quantities.	Whither Re-exported.	Value.
				Dollars.
Prawns, dried ..	Piculs ..	9 0	Formosa	125
Rope, Europe ..	" ..	1 64	Ditto	20
Seeds, lily and lotus ..	" ..	1 70	Foo-chow	68
Silk piece goods ..	" ..	1 89	Formosa	1,357
,, ribbon ..	" ..	0 93	Ditto	465
,, thread ..	" ..	0 14	Ditto	71
Sugar, brown ..	" ..	81 22	Shanghae	406
Rattans ..	" ..	758 0	Che-foo	3,032
Tallow ..	" ..	23 0	Hong Kong	230
Turmeric ..	" ..	33 54	Ditto	235
Tobacco, prepared ..	" ..	58 0	Hong Kong and Formosa ..	8,320
Tea, souchong ..	" ..	402 0	Foo-chow	9,849
Tinder ..	" ..	53 67	Hong Kong	1,890
Wax, white ..	" ..	5 76	Foo-chow and Formosa ..	1,325
,, yellow ..	" ..	4 0	Ditto	200
Wood, fragrant ..	" ..	4 99	Hong Kong	70
Woollen blankets ..	Pairs ..	101	Foo-chow	404
,, old ..	" ..	400	Formosa	800
,, camlets, English ..	Pieces ..	180	Ditto	3,690
,, long ells ..	" ..	520	Ditto	5,720
,, buntings ..	" ..	24	Ditto	432
Miscellaneous—				
Isinglass ..	Piculs ..	0 51	Ditto	8
Opium, Benares ..	" ..	507 60	Formosa	324,864
,, Malwa ..	" ..	3 0	Foo-chow, Che-foo, and For- mosa	1,860
,, Patna ..	" ..	130 80	Ditto	88,636
,, Turkey ..	" ..	1 48	Ditto	888
,, Persian ..	" ..	26 94	Ditto	17,159
Total ..	..	..	..	638,771

Amounting in all to 638,771 dollars, equal at 4s. 6d., the average rate of the dollar for the year, to 143,723*l.* 9s. 6d.

(Signed) ROBERT SWINHOE, *Consul.*
British Consulate, Amoy, April 15, 1867.

(No. 5.)—SUMMARY of Trade in British Vessels, for the Year ended December 31, 1866.

VALUE OF THE IMPORT TRADE (EXCLUSIVE OF TREASURE).

		Dollars.		£	s.	d.
General Imports	..	4,767,141	..	1,072,606	14	6
Opium	..	3,460,298	..	778,567	1	0
		<u>8,227,439</u>		<u>1,851,173</u>	<u>15</u>	<u>6</u>

VALUE OF THE EXPORT TRADE (EXCLUSIVE OF TREASURE).

		Dollars.		£	s.	d.
General Exports	..	844,735	..	190,065	7	6
Tea	..	824,171	..	185,595	9	6
		<u>1,669,606</u>	..	<u>375,661</u>	<u>7</u>	<u>0</u>

VALUE OF THE RE-EXPORT TRADE.

		Dollars.		£	s.	d.
General Re-exports	..	205,364	..	46,206	18	0
Opium	..	433,407	..	97,516	11	6
		<u>638,771</u>	..	<u>143,723</u>	<u>9</u>	<u>6</u>

Summary of the Entire Trade at Amoy for the Year ended December 31, 1866. (Compiled from the Chinese Customs Returns.)

VALUE OF THE IMPORT TRADE (EXCLUSIVE OF TREASURE).

		Dollars.		£	s.	d.
General Imports, with opium	..	12,004,531	..	2,701,019	9	6

VALUE OF THE EXPORT TRADE (EXCLUSIVE OF TREASURE).

		Dollars.		£	s.	d.
General Exports, with tea	..	3,989,843	..	897,714	13	6

VALUE OF THE RE-EXPORT TRADE.

		Dollars.		£	s.	d.
General Re-exports	..	1,267,288	..	285,539	16	0

Exchange at the rate of 4s. 6d. the dollar.

(Signed) ROBERT SWINHOE, *Consul.*
British Consulate, Amoy, April 15, 1867.

(No. 6.)—RETURN of British Shipping at the Port of Amoy.

Direct Trade in British Vessels to and from British Ports during the Year ending 31st December, 1866.

Countries whence arrived.	No. of Vessels.			Tonnage.			Countries whither departed.	No. of Vessels.			Tonnage.		
	Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.		Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.
Hong Kong ..	17	3	20	8,757	1,084	9,841	Hong Kong ..	6	4	10	3,465	1,262	4,727
Straits ..	10	..	10	4,186	..	4,186	Straits ..	20	5	25	8,675	972	9,647
Puget Sound ..	1	..	1	348	..	348	Demerara ..	2	..	2	2,273	..	2,273

Indirect or Carrying Trade to and from other Countries.

Countries whence arrived.	No. of Vessels.			Tonnage.			Countries whither departed.	No. of Vessels.			Tonnage.		
	Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.		Cargoes.	Ballast.	Total.	Cargoes.	Ballast.	Total.
Foo-chow ..	105	1	106	46,986	531	47,527	Foo-chow ..	116	5	121	52,775	3,260	56,035
Swatow ..	118	4	122	52,964	1,588	54,552	Swatow ..	107	1	108	48,221	130	48,351
Ningpo ..	4	..	4	1,442	..	1,442	Ningpo ..	12	..	12	5,121	..	5,121
Shanghai ..	14	1	15	7,989	1,171	9,160	Shanghai ..	10	..	10	5,598	..	5,598
Che-foo ..	17	..	17	5,948	..	5,948	Che-foo ..	4	2	6	1,109	824	1,933
Newchwang ..	10	..	10	3,057	..	3,057	Newchwang ..	4	3	7	1,850	998	2,848
Takoo ..	2	..	2	422	..	422	Japan ..	..	1	1	..	196	196
Tien-tsin ..	1	..	1	560	..	560	Formosa ..	28	..	28	4,623	..	4,623
Manila ..	4	1	5	1,782	102	1,884	Saigon ..	4	1	5	1,164	370	1,534
Macassar ..	1	..	1	316	..	316	Macao ..	..	1	1	..	369	369
Macao ..	1	..	1	444	..	444	Manila ..	7	..	7	3,215	..	3,215
Formosa ..	18	..	18	2,864	..	2,864	New York ..	5	5	5	2,860	..	2,860
Nagasaki ..	..	1	1	..	571	571	Sold ..	..	3	3	..	..	1,101
Hakodadi ..	..	1	1	..	1,059	1,059							
Sourabaya ..	2	..	2	593	..	593							
Saigon ..	4	..	4	1,444	..	1,444							
Put back ..	3	..	3	1,575	..	1,575							
Bought in harbour ..	..	1	1	..	368	368							
Total ..	332	13	345	141,687	6,474	148,161	Total ..	325	26	351	140,929	8,381	150,411

British Consulate, Amoy, April 15, 1867.

(Signed) ROBERT SWINHOE, Consul.

JAPAN.

No. 14.

Sir H. Parkes to Lord Stanley.—(Received April 28.)

My Lord,

Yedo, March 1, 1867.

I HAVE the honour to forward Mr. Consul Gower's Report and Returns of Trade for the Port of Hakodate for the year 1866, which reached me this day.

The total of the foreign trade of the port, as compared with that of the year 1865, shows a decrease in imports of 103,063 dollars, and an increase in exports of 55,445 dollars. On the total transactions, therefore, a diminution is observable in the trade of last year of 47,618 dollars. The total of foreign imports is set down at the insignificant sum of 30,913 dollars, or less than a fourth of the value of those of the preceding year.

The following epitome gives a comparison of the trade of the two years both in British and foreign ships.

TRADE in British and Foreign vessels, Hakodate, 1865 and 1866.

		No. of Vessels entered and departed.	Tonnage of ditto.	Imports.	Exports.
1865.				Dollars.	Dollars.
In British ships..	..	27	9,664	73,474	359,901
In foreign ships..	..	18	4,061	60,502	101,914
Total trade	..	45	13,725	133,976	461,815

		No. of Vessels.		Tonnage of ditto.		Imports.	Exports.
		Entered.	Departed.	Entered.	Departed.		
1866.						Dollars.	Dollars.
In British ships	..	20	22	5,587	6,087	10,794	341,394
In foreign ships	..	31	29	9,500	8,815	20,119	179,940
Total trade	..	51	51	15,087	14,902	30,913	521,334

The Japanese Government agreed to abandon the monopoly of irico and awabi at the close of the year 1865, and it is satisfactory to learn from Mr. Gower's Report that this engagement has been faithfully executed, and that a considerable increase in the trade of these marine products, which are chiefly consumed in China, is already observable.

Mr. Gower's remarks on the mineral resources of the island of Yesso possess considerable interest.

I have, &c.

(Signed) HARRY S. PARKES.

Inclosure 1 in No. 14.

Consul Gower to Sir H. Parkes.

Sir,

Hakodate, January 8, 1867.

I HAVE the honour to submit herewith a review of the foreign trade at this port during the year 1866, of which the annexed Returns have carefully been compared with private datas obtained by Mr. Interpreter Censlie of this Consulate, and can consequently be considered more correct than the imperfect statistics at present procurable from the Custom-houses in Japan.

The documents forwarded consist of:—

1. A general list of foreign shipping.
2. Comparative list of vessels and their tonnage under different colours.
3. The number of men-of-war that visited this anchorage.
4. Duties and shipping fees paid by British vessels.
5. Compared tables of the above duties and fees paid by ships of different nations.
- 6 and 10. Detailed statements of native produce as exported by different foreign ships.
11. A synoptical and comparative return of exports.
- 12 and 16. Tables of foreign goods as imported under different flags.
17. Synoptical return of imports.

Shipping.

Comparing the number of ships which left this harbour during 1866 with those of the former years (whalers excluded), we find an increase of—

American vessels	..	..	..	..	..	7
French „	..	..	..	..	..	4
Prussian „	..	..	..	..	..	3
						14

And a decrease of—

British vessels	..	..	..	..	..	5
Dutch „	..	..	..	..	..	2
Russian „	..	..	..	..	..	1
						8

Which gives a general increase of six vessels of 1,754 tons.

The Custom-house dues on imports, exports, and shipping compare very favourably; although, I regret to observe, the native officials of this department are not yet able or willing to secure all they are entitled to for their Government.

				Dols.	c.
Total revenue in 1866	..	..	..	17,709	15
Ditto ditto 1865	..	..	..	14,081	0
Surplus difference	..	..	..	3,628	15

Or otherwise stated:—

				Decrease.	Increase.
				Dols. c.	Dols. c.
British ..	..	..	..	..	2,095 25
French ..	..	..	..	..	1,603 85
American ..	..	..	..	..	79 83
Prussian ..	..	..	..	..	538 22
Dutch ..	..	..	..	517 30	..
Russian ..	..	..	..	171 70	..
				689 0	4,317 15
Deduct ..	..	..	..	..	689 0
Increase in 1866 ..				..	3,628 15

Exports.

Notwithstanding a very severe gale in September last which, on the west coast, destroyed more than 500 piculs of irico and awabee, intended for this market, and about two-thirds of the silkworm eggs contracted for by foreign merchants, the exports have steadily improved in 1866, and over-value 59,619·66 dollars those of the former year.

Timber is about the only article which is considerably diminished under this head owing to the discouraging rise of its price here; but this is more than compensated by the silkworm eggs (considered the best in Japan), which alone give a surplus of 55,445·45 dollars.

The Government monopoly of Irico and Awabee for the Chinese at Nagasaki, can be said to have entirely ceased; and these exports have not only more than doubled during last year, but promise in future a very lucrative business direct with China.

Imports.

Although the valuation of foreign goods, as declared to the Custom-house, may generally be considered as underrated and short in weights and quantities, the imports of last year show a great decrease, viz. :—

				1866.	1865.
				Dols. c.	Dols. c.
In British ships ..	..	..	..	10,794 0	73,474 26
French „ ..	..	..	..	18,729 0	18,770 0
Prussian „ ..	..	..	..	1,140 0	10,232 0
Russian „ ..	..	..	..	200 0	31,500 0
American „ ..	..	..	..	50 0	..
Total ..	..	..	..	30,913 0	133,976 26
Deduct ..	..	..	..	..	30,913 0
Difference in favour of 1865.				..	103,063 26

The civil war with the Prince of Nagato and the continued unsettled state of political affairs in the interior of Japan having increased the value of all articles of first necessity and raised that of rice to famine prices, have also naturally reduced the demand for foreign goods, and new supplies were consequently checked during last year by the difficulty experienced in the disposal of those imported in 1865.

operations were actually ordered to cease when the vein of ore found was over three feet wide.

Further on, some forty miles, in the neighbourhood of Ulop, and in almost as favourable a position, there is another neglected lead mine, which contains about $2\frac{1}{2}$ per cent. of silver; but here, also, the veins have been followed from the surface, where they are comparatively thin, instead of cross-cutting them lower down with well-directed galleries, and thus meet them in their thickness.

Many other spots where this mineral is found are left unnoticed.

Copper and iron are found in different forms. On the east coast I have gone over miles and miles of iron sand, which is said to contain over 60 per cent. of pure metal.

Gold is found in small quantities in the vicinity of Ulop; and there are also springs of asphaltum, with every indication of the probable existence of petroleum not far below the surface.

Coal is plentiful. To give the expressions used by a reliable native officer, "Cliffs of pure coal form part of the east coast near Kusuri, where the waves wash it into the sea."

Russian men-of-war are allowed to help themselves freely to coal, which the Japanese leave waste near their frontier at Karscinnai.

Again, at Iwanai, close to a fair anchorage in the Japan Sea, I visited a rich mine of excellent soft coal, which burns with a clear fire, gives great heat, and is almost free of ashes, viz. :—

					Per cent.
Bituminous matter giving gases	..	..	..	..	35
Pure coke	..	..	..	..	55
And ashes	..	..	..	..	10

Which an engineer employed in saw-mills belonging to a British firm here, describes in a written Report "as good as any English coal he has ever used."

The Governor of Hakodate has lately applied for the Government's authority to work this mine under foreign superintendence. And I sincerely hope that the Gorogio's sanction may be obtained, as it will be the first encouraging step towards springing other mines and reducing their minerals for exportation, which would greatly add to the importance of the island, and more especially of this port.

I have, &c.

(Signed) ABEL A. J. GOWER.

(No. 1.)—REGISTER of Foreign Vessels Entering and Leaving the Port of Hakodate, during the Year ending December 31, 1866.

Name.	Rig.	Flag.	Tonnage.	Whence coming.	Whither going.	Arrival.	Departure.
Khankai ...	Schooner	British ...	137	...	Shanghai	...	Jan. 9
Onsuri ...	Barque	Ditto	363	...	Ditto	...	12
Variak ...	Steamer	Russian	360 h.-p.	Nagasaki	Yokohama	Jan. 18	23
Akindo ...	Barque	British	370	Ditto	Nagasaki	23	Feb. 10
Gazelle ...	Ditto	Prussian	200	Ditto	Ditto	Feb. 8	Mar. 17
Narciss ...	Ditto	Ditto	189	Yokohama	Tien-tsin	11	17
Khankai ...	Schooner	British	137	Shanghai	Yokohama	19	7
Variak ...	Steamer	Russian	360 h.-p.	Yokohama	Nagasaki	21	Feb. 25
La Vierge ...	Barque	French	325	Shanghai	Shanghai	25	April 12
Osprey ...	Steamer	British	200 h.-p.	Yokohama	Yokohama	Mar. 4	Mar. 12
Jeanne et Joseph	Barque	French	236	Nagasaki	Shanghai	12	April 12
Gazelle ...	Ditto	Prussian	200	Ditto	Nagasaki	20	14
C. W. Morgan	Ship	American	357	Cunard	Arctic Ocean	30	15
Ville de Grande...	Barque	French	277	Yokohama	Tien-tsin	30	May 9
William Jones	Ditto	American	300	Sandwich Ids.	Arctic Ocean	April 4	April 11
Illinoise ...	Ship	Ditto	418	Ditto	Ditto	14	22
Merlin ...	Barque	Ditto	348	Ditto	Ditto	14	24
Julian ...	Ship	Prussian	356	Ditto	Ditto	15	19
Oragon ...	Ditto	Ditto	350	Ditto	Ditto	15	20
Canton Packet	Barque	American	374	San Francisco	Ditto	23	27
Camilla ...	Ditto	Ditto	328	Ditto	Ditto	24	29
James Allen	Ditto	Ditto	349	Sandwich Ids.	Ditto	29	May 7
Ontario ...	Ditto	Ditto	489	Ditto	Ditto	29	29
America ...	Steamer	Russian	250 h.-p.	Nagasaki	Nicolajefsk	May 12	18
Olga ...	Barque	Ditto	480	Yokohama	Ditto	18	21
Bob-tail Nag	Schooner	British	170	Shanghai	Shanghai	27	June 23
Variak ...	Steamer	Russian	360 h.-p.	Nagasaki	Vladivastoe	June 6	9
Isemroud	Ditto	Ditto	400	Pasiet	Manjouria	9	15
Apenrade	Barque	Prussian	400	Cronstadt	Nicolajefsk	13	15
Ascoild ...	Steamer	Russian	400 h.-p.	Manjouria	Manjouria	15	23
Akindo ...	Barque	British	370	Nagasaki	Shanghai	26	July 13
Ville de Grande...	Ditto	French	277	Shanghai	Tien-tsin	26	4
Jeanne et Joseph	Ditto	Ditto	236	Ditto	Shanghai	28	14
Alert ...	Schooner	British	185	Yokohama	Yokohama	July 6	22
Morge ...	Steamer	Russian	150 h.-p.	Nicolajefsk	Nicolajefsk	8	11
Kentucky	Barque	American	200	Cunard	Ditto	15	16
Admiral Charnier	Ditto	French	463	Shanghai	Shanghai	31	Aug. 28
Gazelle ...	Ditto	Prussian	200	Yokohama	Nagasaki	Aug. 5	Sept. 3
Scylla ...	Steamer	British	400 h.-p.	Russian coast.	Russian coast.	9	Aug. 15
Ascoild ...	Ditto	Russian	...	...	Yokohama	10	15
Isabella Ridley	Barque	British	300	Castries	Ditto	13	15
Barrossa ...	Steamer	Ditto	400 h.-p.	Nagasaki	Ditto	13	20
Jane ...	Barque	Ditto	320	North	Shanghai	15	Sept. 23
Corea ...	Ditto	Ditto	280	Ditto	Ditto	16	23
Kewkee ...	Ditto	Ditto	344	Shanghai	Ditto	25	28
Isemroud	Steamer	Russian	400 h.-p.	Nicolajefsk	Nagasaki	25	10
Alert ...	Schooner	British	185	Yokohama	Yokohama	27	26
Fy-chow ...	Ship	Ditto	...	Ditto	Shanghai	31	3
Silome ...	Brig	Ditto	...	Ditto	Ditto	Sept. 5	8
Lizzie Allen	3 masts schooner	Ditto	325	Shanghai	Ditto	9	19
Khankai ...	Schooner	Ditto	137	Yokohama	Yokohama	11	Oct. 19
Avonvale ...	Barque	Ditto	308	North	Ditto	11	2
La Vierge ...	Ditto	French	325	Shanghai	Shanghai	12	Nov. 2
Apenrade	Ditto	Prussian	400	Manjouria	Ditto	13	Sept. 25
Alma ...	Schooner	American	131	Russian coast.	Yokohama	15	28
Fusi-yama	Steamer	British	753	Yokohama	Ditto	22	Oct. 8
Ville de Granade.	Barque	French	277	Shanghai	Shanghai	25	18
Scylla ...	Steamer	British	400 h.-p.	Russian Coast	Yokohama	26	4
Akindo ...	Barque	Ditto	370	Nagasaki	Shanghai	27	18
Variak ...	Steamer	Russian	360 h.-p.	Vladivastoe	Nagasaki	Oct. 2	4
Eliza Mary	Schooner	British	126	Nagasaki	Shanghai	19	27
Lizzie Allen	3 masts schooner	Ditto	325	Shanghai	Ditto	27	Nov. 9
Newsboy...	Brigantine	Ditto	320	Ditto	Ditto	Nov. 5	17
Wild Dayrell	Schooner	Ditto	158	Nagasaki	Ditto	6	14
Morge ...	Steamer	Russian	150 h.-p.	Nicolajefsk	Nagasaki	9	28
Belle ...	Barque	British	267	Shanghai	Shanghai	24	Dec. 10
Amur ...	Ditto	Russian	247	Hong Kong	...	25	—
Gazelle ...	Ditto	Prussian	200	Yokohama	Nagasaki	Dec. 7	27
Khankai ...	Schooner	British	137	Ditto	Yokohama	11	19
Prince of Satsuma	Barque	French	235	Nagasaki	Shanghai	11	20
Nellie Abbot	Ditto	American	438	Ditto	...	14	—

(Signed)

ABEL A. J. GOWER, Consul.

British Consulate, Hakodate, January 1, 1867.

(No. 2.)—A RETURN of the Number and Tonnage of Merchant-Vessels which Arrived at and Departed from the Port of Hakodate, during the Year ending December 31, 1866.

Nationality.	ARRIVED.		DEPARTED.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
British	20	5,587	22	6,087
American	11	3,627	10	3,189
French	9	2,651	9	2,651
Prussian	9	2,495	9	2,495
Russian	2	727	1	480
Dutch	..	..	..	..
	51	15,087	51	14,902

The difference in the number of arrivals and departures of British ships is owing to the "Khankai" and "Ousuri" having arrived here in December 1865.

Besides the above number three British vessels from the Russian possessions touched at this port.

Eight American vessels are whalers.

Two Prussian vessels are whalers.

(Signed) ABEL A. J. GOWER, *Consul.*

British Consulate, Hakodate, January 1, 1867.

(No. 3.)—A RETURN of the Number of Men-of-War and their Guns which Arrived at and Departed from the Port of Hakodate, during the Year ending December 31, 1866.

Nationality.	ARRIVED.		DEPARTED.	
	Vessels.	Guns.	Vessels.	Guns.
British	4	71	4	71
Russian	10	132	10	132
	14	203	14	203

(Signed) ABEL A. J. GOWER, *Consul.*

British Consulate, Hakodate, January 1, 1867.

(No. 4.)—STATEMENT of Import and Export Duties and Shipping Fees paid by British Vessels in the Port of Hakodate, during the Year ending December 31, 1866.

Vessels.	Import Duties.	Export Duties.	Shipping Dues.	Total.
	Dols. c.	Dols. c.	Dols. c.	Dols. c.
Khankai	..	160 0	29 0	189 0
Ousuri	..	135 0	27 0	162 0
Akindo	70 0	129 50	33 0	232 50
Khankai	5 10	175 0	35 50	215 60
Bob-tail Nag ..	..	308 30	28 0	336 30
Akindo	97 80	120 40	38 50	256 70
Alert	0 60	91 30	35 50	127 40
Isabella Ridley ..	..	..	..	..
Jane	..	574 80	79 0	653 80
Corea	..	701 70	22 0	723 70
Kewkee	..	451 20	22 0	473 20
Alert	..	888 60	22 0	910 60
Fychow	..	..	..	..
Silome	..	..	..	..
Lizzie Allen ..	77 0	443 70	22 0	542 70
Khankai	30 0	200 0	22 0	252 0
Avonvale	..	230 0	22 0	252 0
Fusi-yama	..	2,997 50	22 0	3,019 50
Akindo	57 80	380 0	22 0	459 80
Eliza Mary	..	322 70	22 0	344 70
Lizzie Allen ..	..	521 80	22 0	543 80
Newsboy	..	436 50	22 0	458 50
Wild Dayrell ..	..	171 0	22 0	193 0
Belle	..	685 60	22 0	707 60
Khankai	..	350 0	22 0	372 0
Total	338 30	10,474 60	613 50	11,426 40

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 5.)—STATEMENT of Import and Export Duties and Custom-house or Shipping Fees paid by Foreign Vessels in the Port of Hakodate, during the Year ending December 31, 1866.

Nations.	Import Duties.	Export Duties.	Custom-house Dues.	Total.
	Dols. c.	Dols. c.	Dols. c.	Dols. c.
British	338 30	10,474 60	613 50	11,426 40
American	1 90	223 78	242 0	467 68
French	336 70	3,127 90	198 0	3,662 60
Prussian	42 40	1,891 37	176 0	2,109 77
Russian	10 30	3 40	29 0	42 70
Dutch	..	..	..	..
Total	729 60	15,721 5	1,258 50	17,709 15

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 6.)—A RETURN of the Quantities and Value of Merchandize Exported from the Port of Hakodate in 22 British Vessels of 6,087 tons, to the places undermentioned, during the Year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	To what Places.	Declared Value in Dollars.
Cl. I, No. 1	Awabee	1,395·28 piculs	Shanghai and Yokohama.	44,898 40
Cl. IV ..	Boards (pine) ..	25,120 pieces		1,966
" ..	" (cedar) ..	3,800 "		106
" ..	" (rough) ..	1,980 "		84
" ..	Charcoal	10 piculs		5
Cl. I, No. 31	Comboo (seaweed) long ..	68,823·48 "		159,035 49·5
" 32	" (cut)	453·39 "		2,720 34
" 11	Cuttlefish	1,659·49 "		14,205 16·5
Cl. IV ..	Deer horns	531·18 "		6,558 16
" ..	" feet	" "		"
" ..	" skins	27 "		700
" ..	Firewood	8,350 pieces		180 89
" ..	Gensing	8·50 piculs		550
" ..	Handspikes	100 pieces		4
" ..	Hotadikaimi	81 picul		8 80
Cl. I, No. 17	Irico	448·58 "		15,193 30
Cl. IV ..	Knees	260 pieces		67
" ..	Lathes	790 bundles		31
Cl. I, No. 21	Mushrooms	3·50 piculs		200
Cl. IV ..	Oars	132 pieces		62
Cl. I, No. 23	Oil (seed)	9 casks		100
Cl. IV ..	Planks (hardwood)	285 pieces		231 25
Cl. I, No. 28	Potatoes	800 bags		240
" 35	Shark fins	29·64 piculs		286 03
" 10	Salmon (salt)	3,909 pieces		1,100
Cl. I, No. 44	Silkworm eggs	99,325 sheets		92,245 45
Cl. IV ..	Rhubarb	70 bales		500
" ..	Timber (hardwood)	23 logs		36
" ..	Treenails	6,500 pieces		65 50
" ..	Scantling	820 "		14 25
Total ..	.. ..	.. ..	..	341,394 03

(Signed) ABEL A. J. GOWER, *Consul*.

British Consulate, Hakodati, January 1, 1867.

(No. 7.)—A RETURN of the Quantities and Value of Merchandise exported from the port of Hakodate in 1 American vessel of 131 tons, to the places undermentioned, during the year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	To what Places.	Declared Value in Dollars.
CL. I, No. 1	Awabee .. Piculs	70	} Yokohama {	2,100
„ 31	Comboo, long . „	1,000 51		2,951 50
„ 17	Irico .. „	71		2,485
				7,536 50

(Signed) ABEL A. J. GOWER, *Consul*.

British Consulate Hakodate, January 1, 1867.

(No. 8.)—A RETURN of the Quantities and Value of Merchandize exported from the port of Hakodate in 9 French vessels of 2,651 tons, to the places under-mentioned during the year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	To what Places.	Declared Value in Dollars.
Cl. I, No. 1	Awabee .. Piculs	325 65	Shanghai and Tien-tsin	9,801 30
" 31	Comboo, long .. "	28,896 53		83,151 29
" 32	" cut .. "	556 51		3,376 6
" 11	Cuttle fish .. "	859 24		6,274 59.5
Cl. IV ..	Deer horns .. "	95 45		1,251 40
" ..	" feet .. "	18 12		69 76
Cl. I, 17	Irico.. .. "	134 15		4,695 25
				108,619 65.5

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 9.)—A RETURN of the Quantities and Value of Merchandise exported from the port of Hakodate in 9 Prussian vessels of 2,495 tons, to the places under-mentioned during the year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	To what Places.	Declared Value in Dollars.
Cl. I, No. 1	Awabee .. Piculs	14	China and Nagasaki	420
" 31	Comboo, long .. "	18,291 97		55,225 4
Cl. IV ..	Firewood .. Pieces	1,000		24
Cl. I, No. 17	Irico.. .. Piculs	19		665
" 11	Cuttle fish .. "	867 12		7,370 52
				63,704 56

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 10.)—A RETURN of the Quantities and Value of Merchandise exported in 1 Russian vessel of 247 tons to the under-mentioned place, during the year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	To what Place.	Declared Value in Dollars.
Cl. I, No. 8	Cotton .. Packages	3	Nicolajefsk ..	80

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 11).—A SYNOPSIS and Comparative Table of Export Trade at the Port of Hakodate, during the year ending December 31, 1866.

HA K O D A T E.

229

Commodities.	Quantities exported, and in what ships.						1866.		1865.
	British.	American.	French.	Prussian.	Dutch.	Russian.	Aggregate Quantities exported.	Declared value in dollars.	
Awabee .. Piculs	1,395, 28	70	325 65	14	..	..	1,804 93	57,219 70	22,731
Boards (hardwood) .. Pieces	..	..	..	..	..	..	..	..	421 87
" (pine) ..	25,120	..	..	..	..	..	25,120	1,966	4,863
" (rough) ..	1,980	..	..	..	..	..	1,980	84	1,128
" (cedar) ..	3,800	..	..	..	..	..	3,800	106	628
" (sugi) ..	..	..	..	..	..	..	..	..	1,300
Charcoal .. Piculs	10	..	..	..	..	..	10	5	150
Comboo (seaweed) uncut. ..	68,823 48	1,000 51	28,896 53	18,291 97	..	..	117,012 49	300,363 32.5	244,762 42
" cut ..	453 39	..	556 51	..	..	..	1,009 90	6,096 40	41,303 27
Cotton .. Packages	..	..	..	..	..	3	3	80	..
Cuttlefish (surumé) .. Piculs	1,659 49	..	859 24	867 12	..	..	3,385 85	27,850 28	25,335 60
Deer feet ..	..	..	18 12	..	..	..	18 12	69 76	12 50
" horns ..	531 18	..	95 45	..	..	..	626 63	7,809 56	1,897
" skins ..	27	..	..	..	..	..	27	700	..
Firewood .. Pieces	8,350	..	..	1,000	..	..	9,350	204 89	680
Ginseng .. Piculs	8 50	..	..	..	..	..	8 50	550	..
Handspikes .. Pieces	100	..	..	..	..	..	100	4	38 75
Hotadikami (oysters) .. Piculs	448 58	71	134 15	19	..	..	672 73	23,038 55	1,595 10
Irico ..	260	..	..	..	..	..	260	67	12,420
Knees .. Pieces	790	..	..	..	..	..	790	31	22 25
Laths .. Bundles	..	..	..	..	..	..	..	..	353 20
Logs .. Piculs	3 50	..	..	..	..	..	..	..	75
Mushrooms ..	132	..	..	..	..	..	3 50	200	..
Oars ..	..	..	..	..	..	..	132	62	397

Commodities.	Quantities exported, and in what ships.						1866.		1865.	
	British.	American.	French.	Prussian.	Dutch.	Russian.	Aggregate Quantities exported.	Declared value in dollars.	Aggregate Quantities exported.	Declared value in dollars.
Oil (seed) ..	9	..	..	..	..	..	9	100	10	107 20
Planks (hinowki) ..	..	..	..	..	..	..	..	..	21,915	1,124 40
" (hardwood) ..	285	..	..	..	..	..	285	231 25	6,076	4,058 55
" (sugi) ..	..	..	..	..	..	..	..	..	3,100	162 50
Potatoes ..	800	..	..	..	..	..	800	240	780	136
Rhubarb ..	70	..	..	..	..	..	70	500	..	..
Salmon (salted) ..	270	..	..	..	..	..	270	1,100	..	..
Scantling ..	820	..	..	..	..	..	820	14 25	9,550	468 50
Shark-fins ..	29 64	..	..	..	..	..	29 64	286 03	24 7	215 70
Silk ..	..	..	..	..	..	..	..	..	98	370
Silkworm eggs. ..	99,325	..	..	..	..	..	99,325	92,245 45	37,051	48,950
Sulphur ..	..	..	..	..	..	..	..	..	50	36,800
Timber (hinowki) ..	..	..	..	..	..	..	..	..	517	65
" (hardwood) ..	23	..	..	..	..	..	23	36	11,820	517
" (sikikamachi) ..	..	..	..	..	..	..	..	..	260	462 75
Tobacco ..	..	..	..	..	..	..	..	..	6,500	2,555
Treenails ..	6,500	..	..	..	..	..	..	..	557 40	5,606 12
Wedges ..	..	..	..	..	..	..	6,500	65 50	..	..
Total ..	..	..	..	..	..	..	..	521,334 74 5	36,200	102 40
	..	..	..	..	..	..	..	..	..	461,715 8

British Consulate, Hakodate, January 8, 1867.

(Signed)

ABEL A. J. GOWER, Consul.

(No. 12.)—A RETURN of the Quantities and Value of Merchandize Imported to the Port of Hakodate in 20 British Vessels of 5,587 tons from the under-mentioned places, during the Year ending December 31, 1866.

Number in Tariff.	Denomination.	Quantities.	From what places.	Declared Value in Dollars.
Cl. IV ..	Biscuit	45 cases	Shanghai and Yokohama.	52
" ..	Beads	1 box		1,200
Cl. I, No. 80	Camlets	100 pieces		800
Cl. I, No. 4	Candles	51 cases		105
Cl. IV ..	Coffee	5 bags		38
" ..	Fire-engines	3		90
Cl. II ..	Flour	248 bags		297
Cl. IV ..	Furniture	44 cases		130
" ..	Glass	98 "		200
" ..	Guns	1 box		225
Cl. I, No. 42	Iron (nailrod)	1,416 bundles		1,107
" 45	"	330 piculs		1,330
Cl. IV ..	Looking-glass	1 case		25
" ..	Nails	10 casks		27
" ..	Matting	50 bales		2,000
" ..	Oil (paint)	3 tins		11
" ..	Paper	3 cases		40
Cl. I, No. 2	Shirting	1 case		600
Cl. IV ..	Soap	4 cases		5
Cl. I, No. 6	Tobacco	3		90
Cl. IV ..	Various Merchandize	29 "		797
" ..	" Stores	100 "		1,200
" ..	Wine	145 "		425
Total ..	.. ..	.. ..	..	10,794

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodati, January 1, 1867.

(No. 13.)—A RETURN of the Quantities and Value of Merchandize imported to the Port of Hakodate in 9 French Vessels of 2,651 tons, during the Year ending December 31, 1866.

No. in Tariff.	Denomination.	Quantities.	From what Places.	Declared Value in Dollars.
Cl. IV ..	Beans	2 cases	Shanghai and Yokohama	50
" ..	Biscuit	42 barrels		84
" ..	Brandy	45 cases		450
Cl. I, No. 80	Camlets	730 pieces		13,240
" No. 81	" (union)	60 "		1,140
Cl. IV ..	Cloth (Japanese)	200 "		1,200
Cl. I, No. 13	Damasks	50 "		754
Cl. IV ..	Dried fish	1 case		10
" ..	Oranges	400 boxes		350
" ..	Stores	50 cases		300
" ..	Sundries	2 "		755
" ..	Wine	106 "		396
Total ..	.. ..	.. ..	..	18,729

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 14.)—A RETURN of the Quantities and Value of Merchandize imported to the Port of Hakodate in 9 Prussian Vessels of 2,495 tons, during the Year ending December 31, 1866.

No. in Tariff.	Denomination.	Quantities.	From what Place.	Declared Value in Dollars.
Cl. I, No. 81	Camlets	60 pieces	China.. ..	1,140

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 15.)—A RETURN of the Quantities and Value of Merchandize imported to the Port of Hakodate in the under-mentioned vessels, during the Year ending December 31, 1866.

In 11 American vessels of 3,627 tons.

No. in Tariff.	Denomination.	Quantities.	From what Place.	Declared Value in Dollars.
Cl. IV ..	Cocoanuts	2,000 pieces	Sandwich Islands	50

In 2 Russian vessels of 727 tons.

No. in Tariff.	Denomination.	Quantities.	From what Place.	Declared Value in Dollars.
Cl. IV ..	Beef	10 casks	China.. ..	200

(Signed) ABEL A. J. GOWER, *Consul.*
British Consulate, Hakodate, January 1, 1867.

(No. 17.)—SYNOPTICAL TABLE of the Import Trade of Hakodate, during the Year ending December 31, 1866.

HAKODATE.

233

Commodities.	Quantities, and in what ships imported.					1866.		1865.	
	British.	American.	French.	Prussian.	Russian.	Aggregate Quantities.	Declared Value in Dollars.	Aggregate Quantities.	Declared Value in Dollars.
Beads ..	1	..	.. 2	..	..	1	1,200	..	..
Beans ..	..	..	..	..	..	2	50	..	..
Beef ..	..	..	..	..	10	10	200	..	..
Beer ..	..	..	..	..	..	..	..	160	1,200
Biscuit ..	45	..	.. 42	..	..	87	136	..	..
Brandy ..	..	..	.. 45	..	..	45	450	..	..
Bricks ..	..	..	..	..	..	..	..	115	1,050
Camlets ..	100	..	.. 730	..	..	830	14,040	540	360
.. (union)	..	..	.. 60	60	..	120	2,280	1,415	11,059 36
Candles ..	51	..	..	..	..	51	105	..	26,600
Cocoa-nuts ..	..	..	..	..	..	2,000	50	..	..
Chintz ..	..	2,000	..	..	..	..	..	500	1,800
Cigars ..	..	..	..	..	..	..	..	2	100
Cloth ..	..	..	..	..	..	200	1,200	..	..
Coffee ..	5	..	.. 200	..	..	5	38	..	70
Cotton goods ..	..	..	..	..	..	..	..	3,310	17,150
Colouring material ..	..	..	..	..	..	..	..	670	2,400
Damask ..	..	..	.. 50	..	..	..	..	..	..
Dried fish ..	..	..	.. 1	..	..	..	754	..	..
Fire-engines ..	..	..	..	..	..	50	10	..	..
Flour ..	3	..	..	..	..	1	90	..	..
Furniture ..	248	..	..	..	..	3	297	..	..
Glass ..	44	..	..	..	..	248	130	..	..
Gunny bags ..	98	..	..	..	..	44	200	.. 22	180
Guns ..	.. 1	..	..	..	..	98	..	1,000	21
Iron (nail-rod) ..	1,416	..	..	..	..	.. 1	225	..	..
.. Bundles ..	..	..	..	..	..	1,416	1,107	27,500	34,617 40

Commodities.	Quantities, and in what ships imported.					1866.		1865.	
	British.	American.	French.	Prussian.	Russian.	Aggregate Quantities.	Declared Value in Dollars.	Aggregate Quantities.	Declared Value in Dollars.
Iron	330	..	..	..	..	330	1,330	1,670	4,291 50
Lastings	..	..	..	..	..	..	..	175	2,600
Lead	..	..	..	..	..	..	..	880	6,720
Looking-glass	1	..	..	..	..	1	25	..	..
Mating	50	..	..	..	..	50	2,000	..	..
Manufactured goods	..	..	..	..	..	..	..	24,828	3,190
Medicine	..	..	..	..	..	..	..	3	900
Nails	10	..	..	..	..	10	27	..	..
Oil	3	..	..	..	..	3	11	..	..
Oranges	..	..	..	..	..	400	350	..	..
Paper	3	..	400	..	..	3	40	..	..
Shirting	1	..	..	..	..	1	600	..	..
Soap	4	..	..	..	..	4	5	..	..
Sugar	..	..	..	..	..	..	..	1,150	7,453
T-cloths	..	..	..	..	..	..	..	3	1,260
Tobacco	3	..	..	..	..	3	90	..	..
Various stores	100	..	..	..	..	150	1,500	1,625	5,187
merchandise	29	..	50	..	..	31	1,552	18	197
Velvet	..	..	2	..	..	..	..	450	5,050
Wine	145	..	106	..	..	251	821	75	520
Total	..	..	..	..	..	..	30,913	..	133,976 26

British Consulate, Hakodate, January 3, 1867.

(Signed)

ABEL A. J. GOWER, Consul.

No. 15.

Sir H. Parkes to Lord Stanley.—(Received May 13.)

My Lord,

Yedo, March 16, 1867.

I HAVE the honour to forward Mr. Acting-Consul Flowers' Report, which reached me on the 5th instant, on the Trade of Nagasaki for the year 1866, to which are annexed five Returns.

It will be seen that Mr. Flowers reports favourably on the operations of the past year. In imports the Returns show a considerable increase as compared with those of the preceding year, but, as pointed out by Mr. Flowers, it would be useless to draw a comparison between the valuations of the two years, as given in the Consular Returns, seeing that those of 1865 are based upon the under estimates of the Custom-house, while those of 1866 are calculated upon the average market rates.

I have caused another Return to be prepared from Mr. Flowers' Import Table which will show at a glance the relative amount of the trade in foreign manufactures and in raw productions which are mainly imported from China and the Straits. It will thus be seen that Nagasaki has imported during the last year :—

				Dollars.
Foreign manufactures ..	..	..	..	1,631,439
Arms and ammunition. .	..	..	..	304,405
Raw produce and metals	..	..	..	727,492
				2,663,336
To which should be added the value of ships and				
steamers sold to the Japanese. .	..	..	..	1,273,100
Making a total import trade of ..	..	..	..	3,936,436

Of which three-fourths may be said to have a British character.

Rice, for the first time, appears this year on the side of imports—the shipment of it to Japan being encouraged by the removal of duty under the new Tariff which was negotiated at Yedo last summer. It may be hoped that the importation of foreign grain will do much to popularise foreign trade in the country. Raw cotton and saltpetre, which were at one time exported from Japan, are now being brought back to it at remunerative rates, and the importation of such articles as sugar, hides, drugs, dyes, &c., shows that Japan may import with advantage, and is ready to do so, the raw productions of adjacent countries as well as the textile fabrics of Europe.

The export trade, except in minor articles, appears to have been nearly stationary and to have amounted to 1,995,228 dollars, or about a moiety of the imports, ships and steamers included. The large balance seems to have been paid in bullion. Mr. Flowers notices the improvement secured by the removal of the Government monopoly in awabi, and that the export of tobacco to Europe is increasing. His remarks on the desire of the Daimios to stimulate industry, and on the increasing disposition of both Daimios and the people to cultivate closer relations with foreigners are deeply interesting, as well as the favourable anticipations formed at Nagasaki as to the salutary effect that the opening of Hiogo and Osaka may have upon the trade of that port.

I have, &c.

(Signed) HARRY S. PARKES.

Inclosure in No. 15.

Acting Consul Flowers to Sir H. Parkes.

Sir,

Nagasaki, January 31, 1867.

I HAVE the honour to transmit to you herewith the following Returns of British and Foreign Trade at this Port for the Year 1866, viz.:—

1. Return of Imports.
2. Return of Exports.
3. Return of British Shipping.
4. Return of all Foreign Merchant Vessels.
5. A Synoptical Table showing the movements of British Shipping.

Shipping.

The aggregate tonnage entered inwards amounted to 67,267 tons, of which 41,903 are British. Cleared outwards, 59,493 tons, of which 37,155 tons are British, as will be seen by the following comparative Table:—

Nationality of Vessels.	Arrived.				Departed.			
	In 1865.		In 1866.		In 1865.		In 1866.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
British ...	126	43,783	126	41,903	118	41,142	111	37,515
American ...	28	9,441	21	7,481	24	8,094	17	5,855
Dutch ...	22	7,558	24	8,718	12	7,296	23	8,491
French ...	11	4,308	6	1,107	11	4,308	5	1,005
Prussian ...	12	3,420	24	5,332	9	2,586	21	4,318
Portuguese ...	...	...	15	2,726	...	...	13	2,309
Russian ...	3	549	...	...	3	549	...	...
Total ...	202	69,059	216	67,267	187	63,975	190	59,493

Compared with 1865 it shows a decrease of 1,792 tons in entries, and 4,482 tons in clearances of vessels of all nationalities. Only a slight decrease in tonnage has taken place under the British flag, viz., in entries, 1,880 tons; and in clearances 3,627 tons.

During the late year the trade of this port has been marked by the considerable number of steamers and sailing-vessels that have been sold to the Japanese; 18 British, 2 Americans, and 2 Portuguese, making a total of 22 vessels, which realized 1,273,100 dollars, have been transferred to the Tycoon Government and Daimios, as is shown by the following Table:—

Name of Vessel.	Nationality and Description.	Tonnage.	Price in Mexican Dollars.	To whom Sold.
Dolphin ...	British barque ...	396	23,000	Prince of Hizen.
Wild Wave ...	" schooner ...	159	12,000	" Satsuma.
Ototosama ...	" screw steamer ...	70	50,000	Ditto.
Pembroke ...	" " ...	248	40,000	Prince of I'O.
Promise ...	" " ...	444	85,000	" Kokura.
Yeddo ...	" " ...	370	70,000	" Hizen.
Granada ...	" " ...	381	110,000	" Higo.
Mercury ...	" " ...	64	80,000	Tycoon Government.
Eagle ...	" paddle steamer ...	710	180,000	Ditto.
Fairy ...	" screw steamer ...	56	22,000	Prince of Higo.
Kestrel ...	" " ...	75	60,000	Tycoon Government.
Martin White ...	American screw steamer ...	200	60,000	Prince of Kurume.
Coromandel ...	British paddle steamer ...	196	119,000	" Kishiu.
Owari ...	" ship ...	323	30,000	Tycoon Government.
Hudson ...	" paddle steamer ...	255	110,000	Prince of Hizen.
Mary Jane ...	American brigantine ...	...	11,100	" Satsuma.
Spunkie ...	British schooner ...	152	7,000	Ditto.
Esperanza ...	" screw steamer ...	60	23,000	Prince of Tosa.
Aviso ...	Portuguese screw steamer ...	245	50,000	" Kanga.
Chusan ...	" " ...	172	40,000	" Ozu.
Fee-seen ...	British screw steamer ...	434	80,000	" Satsuma.
	" " ...	255	61,000	" Hizen.
Total ...			1,273,100	

Casualties.—The British ship “Cyclone,” of Aberdeen, was wrecked off the Island of Tanegasema in the month of August last, and, I regret to say, all hands were lost except three, the second mate, the steward, and a seaman, who spoke in the highest terms of the kindness shown to them by the natives of that island, and likewise by the Prince of Satzuma, who, I have great pleasure to report, treated them with the greatest hospitality, and had them subsequently forwarded on to this Consulate, at his own expense, in charge of one of his own officers.

Freights have been rather dull owing to the tonnage being in excess of the demand, which necessitated several ships to leave this port seeking. The average rate to England during the year has been 2*l.* 10*s.* to 3*l.* per ton for tea, and 3*l.* for general cargo, consisting chiefly of tobacco. Ships to New York have likewise found some little employment at 2*l.* 10*s.* per ton, of 40 feet measurement, for tea. Several ships have also been chartered by the Japanese Government at very favourable rates for the coasting trade.

Imports.

A few remarks are necessary relative to the valuation placed on the several articles of import. It will be seen that the declared value is much in excess of the previous year, and out of all proportion to the quantity of goods imported. I have considered it necessary to take the market rate, as, owing to the supineness of the Japanese Custom-house officials, a fictitious value has hitherto been placed on the several articles of imports. The same remarks will likewise apply to the exports.

It is, therefore, difficult to arrive at a just valuation of the comparative trade of 1865 with that of 1866, but a decided increase is perceptible in some of the staple articles of import. I may enumerate especially such articles as shirtings of all kinds, Orleans, long ells, and Chintzes, &c. Grey shirtings is the chief article of foreign manufacture, which has found sale with the Japanese; 43,700 pieces were imported in 1866, against 26,700 pieces in 1865, showing an increase of 16,997 pieces.

A greater activity would, no doubt, have taken place had it not been for the great depreciation of the native coin, arising from the scarcity of dollars with the natives, and further increased by the diminution in the export trade generally. This was occasioned by the internal commotion which for a long time closed the Straits of Simonoseki to the native navigation, and to the consequent difficulty in the conveyance of produce to this port, rendering it impossible to work off the stock of native coin, the accumulation of which has greatly tended to depress the import trade.

Camlets.—This article continues much in demand, and is one of the principal articles of import, mostly of English manufacture. It is likely to increase on account of its being much used by the Japanese official class, who now begin to adopt the European costume. A black kind is now imported from Germany and France, which is substituted for cloth, being far less expensive.

Raw Cotton has been imported instead of exported, owing to the failure of the crops and the large exportation that took place in this commodity during the American war, thus leaving an insufficient supply for home use.

Velvets show an increase, principally imported from England, and used chiefly by females and children.

Rice.—20,783 piculs of this cereal have been imported, which is rather a novel feature in the trade of this port, as I believe it is for the first time that this commodity has been imported, to any great extent, since the

opening of this port. The only reason that can be assigned is, that the large Daimios, whose territories produce the most rice, withheld supplies on account of the large quantity required to feed the troops engaged in the war between the Tycoon's Government and Chosien, thereby anticipating a famine. This had the effect of doubling and trebling the price, therefore the poorer class of the natives availed themselves of the rice imported from India, Siam, and Cochin China, being much cheaper. The Japanese rice is of a very superior quality, and the natives give it a preference to any other. It is, however, believed that the crops during the last few years have been above the average in the southern parts of the Empire, including the southern shore of the Island of Nipon, the whole of the Island of Kiushiu and Sikok.

Sugar.—The import of this product is gradually increasing. Japan is a large producing country but the arrival of foreigners has tended to enhance the cost of labour and they are unable to compete with imports from China, principally Canton.

Tin Plates.—Likely to become an important article, as it is very much used for the manufacture of small household utensils to replace articles of crockeryware and wood.

Machinery.—Is becoming an important article of imports and is gradually increasing. It is difficult to arrive at a proper estimate of the trade in this article as large quantities are imported for Daimios *direct* and likewise for the Government factories, which, as no duty is paid on it, does not figure in the Returns.

Saltpetre is now an article of import instead of export. The native mines being small have become exhausted and they have not a sufficient supply for the manufacture of gunpowder.

Arms and Ammunition.—A large quantity have been imported, arising from the internal war with Chosien, and to a much greater extent than the accompanying Returns show.

Exports.

Awabi.—Since the restrictions on this article have been removed, a perceptible increase has taken place. It is a large shellfish, and when dried is much esteemed by the Chinese. The largest quantity comes from the north of Japan, although it is found among the islands of the inland sea.

Camphor.—There is a slight decrease in the quantity of the previous year. It is principally exported to England and Holland. In its crude state it is superior to the Chinese, and commands higher prices in the English and continental markets.

Coal.—This mineral is evidently destined to become of great importance, and is likely to form an important feature in the export trade of this port. It is only recently that the Japanese have commenced to work the mines properly, and the coal found at a certain depth is almost equal to the best English and Welsh. Large supplies can be obtained from the following mines, situated in the vicinity of this place: Takisima, Karats, Hirado, and the Hizen mines. These mines have hitherto been worked by manual labour, but as soon as the proposed machinery has been introduced and placed in working order it is expected that they will produce a sufficient supply for the China and Japan ports, and I have no doubt will be considerably used by Her Majesty's ships on this station. The average price is from 5 to 6½ dollars per ton, whereas the English cannot be laid down for less than 18 to 20 dollars per ton.

Copper is still a monopoly in the hands of the Government, the produce has become small, and the price too high for export.

Gall Nuts are almost equal in quality to the Chinese, and compete with them in the English market.

Ginseng is confined in its consumption to China, where it is much esteemed as a tonic medicine, and is very valuable.

Isinglass.—Manufactured from seaweed and exported only to China.

Oil.—Rape seed oil was formerly exported to a large extent, but recently the price has been too high.

Paper is principally exported to the north of China and is very valuable for packing. It is manufactured from the bark of a tree and its texture is wonderfully strong.

Silk.—The exportation of this article is on a very limited scale. The great distance of Nagasaki from the silk districts precludes the possibility of this place ever becoming a large market for silk. Yokohama being much nearer and easier of access will draw the entire supply.

Sulphur.—From the volcanic nature of the whole chain of the Japan Islands an unlimited quantity of this article could be produced, but the demand for export is not large.

Tea forms one of the principal articles of export and is the most important commodity in this market. Its preparation gives employment to several hundreds of natives of both sexes. Much of the tea shipped in its natural state, being only refired and packed in wooden boxes lined with lead. Green teas made up into various grades, as in China, constitute the most valuable portion of the exports, and is almost equally divided between England and the United States. The *dust* is the siftings of the green teas and finds a ready market in the north of China, although a portion has been sent to America. The total export of tea during the year is shown to be 23,478 piculs, against 24,123 of the previous year, being a decrease of 645 piculs. This is attributable to the high rates that were ruling at the commencement of the year. The new season's leaf began to come in during the month of June, but, on account of the high price demanded by the growers, arrivals for some time were on a very limited scale, purchasers were unable to give a proportionate price in consequence of the unsatisfactory news of the state of the home market. During the month of September purchasers evinced more disposition to operate, and transactions were effected at advancing rates, which, however, gradually receded; the large supplies of leaf which latterly came in induced holders to accede to lower prices.

Tobacco.—A considerable increase has taken place in the exportation of this article, being 5,490 piculs against 2,222 of the previous year, thus showing an excess of 3,268 piculs. The quality of the leaf has much improved, owing, doubtless, to the greater care bestowed on the cultivation of the plant. I am informed that it is much in demand in England and increasing daily in favour, principally on account of its being well-suited to be mixed with other tobacco.

Vegetable Wax.—Has long been known in England and Holland, where it is extensively used in the manufacture of tapers, matches, &c.

Silkworm's Eggs.—Only one shipment has been made, exporters preferring the sorts more easily obtained at Yokohama.

Seaweed is very little exported from this port, and nearly all the shipments from here are re-exports from Hakodadi. It is largely consumed and appreciated in the interior of China, where salt is a Government monopoly and very scarce.

TOTAL value of the Import and Export Trade.

					Dollars.
General imports	..	..	..	..	2,663,336
Ships sold	..	..	..	..	1,273,100
Total imports					3,936,436
Total exports					1,995,228
Balance in favour of imports					1,941,208

This balance of trade in favour of imports found an outlet in itziboo remittances to Yokohama and in the export of nichus (half itziboo gold pieces) to China, a remarkable trade has been carried on in these little old gold pieces, even to the extent of from 700,000 to 800,000 dollars' worth have been exported. They were bought up at 98 per cent. over their issued value and remitted to Shanghai and Hong Kong, where they found a ready sale at a profit, doubtless on account of the pureness of the gold.

I understand that many of the Princes who have extensive copper mines, which have hitherto been left unworked, are now evincing a desire to work them, so that in a short time it may be expected to see a large quantity of copper for exportation.

A dock is in the course of construction by the Prince of Satsuma, which will materially increase the value of this port to shipping interest.

Another feature of lively interest is, that most of the Daimios, whose territories are contiguous to the port, have been planting, on hitherto uncultivated land, a very large quantity of mulberry, wax, and tea trees, which, in a few years after they have come to maturity, will considerably augment the export trade of this port.

The foreign community resident at this port on the 31st December, 1866, consisted of—

British	..	..	80	French	..	..	20
Dutch	..	..	38	Swiss	..	..	4
Americans	..	..	32	Portuguese	..	..	4
Prussians	..	..	25				
				Total	..	..	203

The native population is on the increase; according to the last census taken it consisted of 100,000 inhabitants: 40,000 males and 60,000 females. Births 1,000 annually. Deaths 800.

The average exchange on London during the year has been 4s. 6d. per dollar for bank bills at six months' sight.

Before closing this Trade Report, I would venture to add a few general remarks regarding facts which have come under my own personal observation.

It is remarkable to witness the great change in the feeling of the natives towards foreigners that has taken place within the last year, they appear to evince a more friendly disposition which, in time, must naturally produce most beneficial results.

It is worthy of remark, and, I believe, it is the general opinion here, that your recent visit, accompanied by the Admiral, to the Prince of Satsuma and some of the other leading Daimios has contributed greatly towards this favourable change, and, judging by the anxiety of most of the Daimios to enter into commercial relations with the foreign merchants, I anticipate, within a few years, to see the whole of Japan opened up to foreign enterprise.

With respect to the out-turn of the trade of this port during 1866, I believe the inclosed Returns show a marked increase in most of the staple

articles, and, upon the whole, can be regarded as most favourable and satisfactory, especially when the convulsions in the commercial world, owing to the numerous failures of several of the leading firms in Europe and China, are taken into consideration.

Regarding the opening of the new Port of Hiogo it is difficult to express an opinion in what way it is likely to affect the trade of Nagasaki. The opinions of the mercantile community upon the subject are rather conflicting, but, I believe, it is the prevailing opinion that it will rather increase than diminish the importance of this place.

I have, &c.

(Signed) MARCUS FLOWERS.

IMPORTS at Nagasaki during the Year 1866.

Name of Merchandise.	In British Vessels.		In Foreign Vessels.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Aloes wood	Piculs	46	Itzeboos.	2 18	52	48 18
Alum	...	468 10	...	8	80	476 10
Ammunition	Packages	22,472	...	16,008	23,153	38,480
Annisced	Piculs	13 50	...	152	4,104	165 50
Borax	...	42	...	16 15	823	58 15
Brocades	Pieces	250	...	...	250	5,003
Cambrics	...	339	...	...	339	4,915
Camlets	...	13,120	...	4,420	276,250	17,540
Camphor	Piculs	9 35	...	4 30	2,205	13 65
Canvass	Bolts	684	...	67	2,512	761
Carpetting	Pieces	2,187	...	2,469	4,102	5,656
Cashmere	...	...	...	60	21,600	60
Cassandras	...	1,150	...	380	8,649	1,530
China root	Piculs	444	...	86	1,539	530
Chintz	Pieces	21,859	...	61,188	58,786	28,047
Cigars	Boxes	44	...	49	735	93
Cinnamon	Piculs	2 40	...	32	120	34 40
Cloth	Pieces	2,428	...	367	10,844	2,795
Coal	Tons	1,040	...	20	600	1,060
Copper	Piculs	164	...	210 15	12,609	374 15
Corals	Packages	216	...	...	...	216
Cotton goods, white	Bales	545	...	1,914	22,968	2,259
Cotton, raw	Piculs	2,927 11	...	2,460 11	208,329	5,407 22
" thread	Packages	335	...	43	13	378
" yarn	Piculs	63	...	...	...	63
Crockery paint	...	137 66	...	13 80	80	151 56
Drumask	Pieces	349	...	293	14,064	642
Drill	...	1,865	...	640	10,880	2,505
Firearms	...	12,979	...	8,641	345,640	21,620
Fish line	Piculs	34 18	...	3 70	818	37 88
" skins	...	1,746 93	...	144 70	11,600	1,891 63
Flour	...	725	...	648	15,552	1,373
Furniture	Cases	554	...	185	1,093	739
Ginghams	Pieces	9,600	...	28,865	115,460	48,000
Ginseng	Piculs	50	...	4 50	1,350	54 50
Glassware	Cases	93	...	275	4,032	368
Gold stone	Piculs	1 10	...	0 20	59	1 30
Gum	...	22 40	...	9 80	266	32 20
Gypsum	...	20	...	...	...	20
Handkerchiefs	Pieces	358	...	...	...	358
Hemp	Piculs	50	...	132	7,320	172
Hides, cow and buffalo	...	1,734 81	...	228	8,436	1,962 81
Hoofs, cow	...	204	...	617 12	2,468	821 12
Horns, cow	...	78	...	166 50	8,325	244 50
" buffalo	...	17 40	...	...	...	17 40
" rhinoceros	Pieces	308	...	9 50	...	317 50
Indigo	Piculs	89 33	...	128 35	16,043	217 68
Iron	...	13,378 91	...	1,860	20,460	15,238 91
" nail	...	223 20	...	64 50	580	287 70
Ironware	Packages	352	...	16	267	368
Ivory	...	34	...	16 40	1,459	50 40
Lasting	Pieces	1,196	...	5,071	304,260	6,267
Lawn	...	6,400	...	2,254	13,524	8,654
Lead	Piculs	864	...	455	8,700	1,299
" soldering	...	629	...	...	...	629
Long pills	Pieces	2,908	...	2,942	70,608	5,850
Looking-glasses	...	425	...	266	532	691

Name of Merchandise.			In British Vessels.		In Foreign Vessels.		Total.	
			Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
				Itzeboos.		Itzeboos.		Itzeboos.
Liquorice root	... Piculs	...	588	14,700	1,132	28,300	1,720	43,000
Lustres	... Pairs	...	2,301	27,000	710	12,000	3,011	39,000
Machinery	... Cases	...	95	1,875	187	2,500	282	3,875
Medicines	... Packages	...	3,241	9,400	2,528	7,392	8,567	16,792
Merinoes	... Pieces	...	643	38,580	472	28,320	1,115	66,900
Musk	... Piculs	...	10	1,770	0 7	1,239	0 17	3,069
Nuts, ground	... "	...	26 50	42	57	155	83 50	197
Orleans	... Pieces	...	14,844	460,164	11,488	356,128	26,332	816,292
Peony bark	... Piculs	...	68	408	54 40	326	122 40	734
Planks	... Pieces	...	520	520	19,600	19,600	20,120	20,120
Rattans	... Piculs	...	35	525	7	105	42	630
Rice	... "	...	8,824 20	117,890	11,959	155,467	20,783 20	273,357
Rhubarb	... "	...	278	6,116	86	1,892	364	8,008
Safflower	... "	...	123	9,549	...	...	123	9,549
Saffron	... Case	...	1	300	...	...	1	300
Saltpetre	... Piculs	...	2,946 90	91,354	2,905 32	90,065	5,852 22	181,419
Sandal wood	... "	...	35	625	80	1,200	115	1,725
Sapan wood	... "	...	2,015 70	22,172	1,670	18,370	3,685 70	40,542
Satin	... Cases	...	56	1,201	60	1,287	116	2,488
Satinets	... Pieces	...	320	1,600	...	...	320	1,600
Semensema	... Piculs	...	25 35	912	13	468	38 35	1,380
Ship chandlery	... Cases	...	2,314	11,301	5,647	27,725	7,991	39,026
Shirtings, white	... Pieces	...	20,066	280,924	6,529	91,406	26,595	372,330
" red	... "	...	3,177	49,243	5,770	89,435	8,947	138,678
" grey	... "	...	28,550	399,700	15,150	212,100	43,700	611,800
" dyed	... "	...	1,750	29,750	700	11,900	2,450	41,650
" figured	... "	...	48	768	540	8,640	588	9,408
Silk stuff	... "	...	277	3,252	1,736	20,380	2,013	23,632
Spelter	... Piculs	...	455 58	8,196	...	...	455 58	8,196
Satin lace	... Pieces	...	550	7,600	86	1,204	636	8,804
Steel	... Piculs	...	213	2,769	137 95	1,793	350 95	4,562
Sugar, loaf	... "	...	1,027 42	61,445	3,487	209,220	4,514 42	270,665
" brown	... "	...	842	20,208	490	11,760	1,332	31,968
" candy	... "	...	717 41	22,957	268 20	8,582	985 61	31,539
Sundries	... Cases	...	2,505	14,721	3,529	19,012	6,034	33,733
Taffachelas	... Pieces	...	9,850	103,425	1,700	17,850	11,550	121,275
Tapestry	... Cases	...	8	128	50	800	58	928
Tin plates	... Pieces	...	200	4,200	...	...	200	4,200
Velvet	... "	...	2,880	87,840	1,154	35,197	4,034	123,037
Vermilion	... Piculs	...	20 17	4,065	5	1,007	25 17	5,072
Wines and spirits	... Cases	...	3,225	19,508	2,798	16,918	6,023	36,426
Woollen stuff	... Pieces	...	3,407	68,140	2,022	40,440	5,429	108,580
Tortoiseshell	... Piculs	...	8 10	4,453	...	...	8 10	4,453
Total	...	...	...	4,796,339	...	3,193,670	...	7,990,009
Equivalent to Mexican dollars, at the rate of exchange of 300 per cent.			...	1,598,779	...	1,064,556	...	2,663,336

(Signed)

MARCUS FLOWERS, *Acting Consul.*

EXPORTS from Nagasaki during the Year 1866.

Name of Merchandise.	In British Vessels.		In Foreign Vessels.		Total.	
	Quantity.	Value.	Quantity	Value.	Quantity.	Value.
Awabi ... Piculs ...	402 54	Itzeboos. 52,330	243 90	Itzeboos. 31,707	646 44	Itzeboos. 84,037
Brooms ... Pieces ...	...	...	28,700	1,000	28,700	1,000
Camphor ... Piculs ...	2,118 90	137,728	703 30	45,714	2,822 20	183,442
Cassia ... " ...	216 40	1,298	40	240	256 40	1,538
Charcoal ... " ...	10	25	1,235	3,087	1,245	3,112
Coal... ... Tons ...	7,003	119,051	3,182	54,094	10,185	173,145
Copper ... Piculs ...	921	4,600	1,816	9,070	2,737	13,670
Cotton goods ... Pieces ...	2,157	23,727	240	2,640	2,397	26,367
Cotton, waste ... Piculs ...	46 70	467	25	250	71 70	717
Cuttle-fish ... " ...	5,073 29	296,786	2,798 77	174,258	8,052 6	471,044
Firewood ... " ...	1,820	1,820	2,425	2,425	4,245	4,245
Gallnuts ... " ...	2,250 20	45,004	855 70	17,114	3,105 90	62,118
Ginger ... " ...	135	540	968 90	3,867	1,101 90	4,407
Ginseng ... " ...	435 60	435,006	198 42	198,420	634 2	633,426
Hempseed ... " ...	...	...	16 50	429	16 50	429
Horn (deer's) ... " ...	37 70	1,168	10	310	47 70	1,478
Irico... ... " ...	1,289 75	61,187	440 80	22,040	1,729 55	86,527
Isinglass ... " ...	1,336	187,040	1,441 33	201,786	2,777 33	388,826
Iron ... " ...	84	336	...	...	84	336
Lacquer-ware ... Boxes ...	973	4,301	733	3,240	1,706	7,541
Medicine ... Piculs ...	2,316 28	46,325	4,105 18	82,103	6,421 46	128,428
Mats Pieces ...	447	447	21,837	21,837	22,284	22,284
Mushrooms ... Piculs ...	1,263 56	202,124	1,521 97	243,515	2,785 53	445,639
Nuts " ...	206 20	825	259 44	1,038	465 64	1,863
Oil ... " ...	76 60	2,144	39	1,091	115 60	3,235
Oranges ... " ...	137 90	2,583	5	93	142 90	2,676
Paper ... " ...	2,410 81	24,610	1,588 40	15,854	3,996 21	40,464
Planks ... Pieces ...	161,641	161,641	189,250	189,250	350,891	350,891
Porcelain ... Cases ...	232	4,909	935	19,847	1,170	24,756
Saltfish ... Piculs ...	33 50	1,340	19 60	784	53 10	2,124
Sharks' fins ... " ...	156 10	11,240	87 65	6,310	243 75	17,550
Shellfish ... " ...	216 50	2,523	222	2,551	438	5,104
Shrimps ... " ...	28 40	2,562	114	10,284	142 40	12,846
Silk ... " ...	64 32	128,640	13 14	26,280	77 46	154,930
Soy ... " ...	1	4	141	564	142	568
Seaweed ... " ...	30,441 30	395,737	24,575 50	319,481	55,016 80	715,218
Silkworms' eggs... Sheets ...	2,452	3,678	...	...	2,452	3,678
Sulphur ... Piculs ...	58	1,624	1,412	39,536	1,470	41,160
Sundries ... Packages ...	288	863	686	2,868	752	3,731
Tea ... Piculs ...	17,765 69	1,065,941	5,713 11	342,786	23,478 80	1,408,727
Teadust ... " ...	290 94	3,490	813 54	9,762	1,104 48	13,252
Tobacco ... " ...	4,859 45	87,470	630 61	11,350	5,490 6	98,820
Wax (bees') ... " ...	92 15	14,744	60 72	9,715	152 87	24,459
Wax (vegetable) " ...	5,540 20	221,608	2,232	89,280	8,772 20	310,888
Umbrellas ... Pieces ...	...	...	31,000	5,000	31,000	5,000
Total	...	3,762,786	...	2,222,900	...	5,985,686
Equivalent to Mexican dol- lars at the rate of ex- change 300 per cent. ...	...	1,254,262	...	740,966	...	1,995,228

(Signed)

MARCUS FLOWERS, *Acting Consul.*

RETURN of British Shipping at the Port of Nagasaki in Japan, from January 1 to December 31, 1866.

ARRIVALS.							DEPARTURES.				
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
Quick ..	47,094	..	..	1866	..	..	229	13	1866	Shanghae ..	General.
Lord Raglan ..	26,292	..	..	..	..	..	754	22	Jan. 25	London ..	Ditto.
Dolphin ..	41,228	..	..	..	..	..	396	12	March 29	Shanghae ..	Coal.
Ben Nevis ..	27,756	..	..	..	..	..	270	12	Feb. 5	London ..	Tea.
Lightfoot..	46,217	..	..	..	..	..	472	12	Jan. 22	Shanghae ..	General.
Wild Wave*	4,400	..	..	..	..	..	..	..	..	..	..
Japan ..	52,603	..	..	..	..	..	255	40	Jan. 2	Yokohama..	General.
Jane Mitchell ..	48,349	..	..	..	..	..	264	9	Feb. 10	Singapore ..	Ballast.
Kate Cleather ..	33,173	..	..	..	..	..	372	22	March 16	Che-foo ..	General.
Chusan ..	30,713	434	52	Jan. 3	Shanghae ..	General	434	52	Jan. 10	Shanghae ..	Ditto.
Akido ..	45,812	370	14	6	Ditto ..	Ditto	370	14	13	Hakodate ..	Ballast.
Eliza Mary ..	19,148	126	12	16	Ditto ..	Ditto	126	12	Feb. 8	Che-foo ..	Coal.
Japan ..	52,603	255	40	26	Yokohama ..	Ditto	255	40	10	Shanghae ..	General.
Ho-Hoang ..	47,102	154	9	26	Che-foo ..	Ditto	154	9	5	Passiat ..	Ballast.
Promiset ..	50,078	444	36	26	Shanghae ..	Ballast	..	..	..	..	..
Chusan ..	30,713	434	50	27	Ditto ..	General	434	50	Feb. 1	Shanghae ..	General.
Hiego ..	Provisional	243	15	29	Ditto ..	Ditto	243	15	3	Ditto ..	Ditto.
Register ..	Register	238	11	30	Hong Kong.	Ditto	238	11	March 15	Ditto ..	Ditto.
Anne Porter ..	1,656	264	20	30	Shanghae ..	Ditto	264	20	15	New York ..	Tea.
Tasso ..	20,396	243	15	16	Ditto ..	Ditto	243	15	Feb. 21	Shanghae ..	General.
Hiego ..	Provisional	243	15	16	Ditto ..	Ditto	..	..	..	..	..
Register ..	Register	83	7	17	Hong Kong.	Ditto	83	7	March 9	Hong Kong	Ditto.
Child of the Ocean..	45,714	70	16	19	Yokohama ..	Ditto	70	16	9	A cruise ..	Ballast.
O Tonto Sama ..	52,583	370	14	24	Hakodate ..	Ditto	370	14	5	Shanghae ..	General.
Akido ..	45,812	446	15	27	Shanghae ..	Ditto	446	15	13	St. Thomas.	Tea.
Thomas Dryden ..	29,728	..	..	..	..	..	..	..	..	..	..

† Sold to the Daimio Kokura, February 10, 1866.

* Sold to the Daimio Satsuma, May 12, 1866.

ARRIVALS.					DEPARTURES.						
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
Scindia ..	47,147	893	24	1866 Feb. 28	Yokohama ..	General	893	24	1866 March 29	Shanghai ..	General.
Ganges ..	31,249	742	92	March 5	Shanghai ..	Ditto	742	92	5	Yokohama ..	Ditto.
Higo ..	Provisional Register	243	15	7	Ditto ..	Coals	243	15	10	Shanghai ..	Ditto.
O Tonto Sama	52,583	70	16	23	A cruise ..	Ballast	70	16	24	A cruise ..	Ballast.
Dolphin* ..	41,228	396	14	23	Shanghai ..	General	..	..	..	..	..
Higo ..	Provisional Register	243	15	31	Ditto ..	Ditto	243	15	April 4	Shanghai ..	General.
O Tonto Sama	52,583	70	16	April 7	A cruise ..	Ballast	70	16	19	Yokohama ..	Ditto.
Grenadier..	45,372	542	17	10	Yokohama ..	General	542	17	24	Shanghai ..	Ditto.
Higo ..	Provisional Register	243	15	16	Shanghai ..	Ditto	243	15	19	Ditto ..	Ditto.
Fuzi Yama	52,736	556	20	23	Yokohama ..	Ditto	556	20	May 14	Ditto ..	Ditto.
Owari ..	45,217	323	16	23	Sydney ..	Ditto	323	16	April 24	Ditto ..	Ditto.
Chusan ..	30,713	434	50	24	Shanghai ..	Ditto	434	50	May 3	Ditto ..	Ditto.
Higo ..	Provisional Register	243	15	28	Ditto ..	Ditto	243	15	1	Ditto ..	Ditto.
Island Queen	42,637	120	20	30	Ditto ..	Ditto	120	20	19	Foo-chow ..	Ballast.
Child of the Ocean ..	45,714	83	7	May 4	Hong Kong	Saltpetre, &c.	83	7	21	Tien-tsin ..	General.
O Tonto Sama†	52,583	70	16	7	Yokohama ..	Ballast	..	..	..	..	..
Kafir Chief	29,367	186	12	14	Shanghai ..	General	186	12	May 22	Foo-chow ..	General.
Higo ..	Provisional Register	243	15	14	Ditto ..	Ditto	243	15	17	Shanghai ..	Ditto.
Columbia†	Provisional Register	..	..	..	..	..	777	25	17	Ditto ..	Ballast.
Owari ..	45,217	323	15	May 22	Shanghai ..	General	323	15	June 6	Ditto ..	General.
Wave ..	26,938	430	15	23	Ditto ..	Ballast	430	15	9	New York ..	Tea.
Eliza Mary	19,148	126	12	23	Ningpo ..	General	126	12	May 30	Che-foo ..	Coal.

* Sold to the Daimio Hizen, April 12, 1866.

† Formerly under Japanese Flag.

‡ Sold to the Daimio Satsuma, June 11, 1866.

ARRIVALS.						DEPARTURES.					
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
Higo ..	Provisional Register	243	15	1866 May 28	Shanghae ..	General	243	15	1866 May 30	Shanghae ..	General.
Granada ..	20,187	381	70	29	Ditto	Ditto	381	70	June 2	Ditto	Ditto.
Akino ..	45,812	370	14	June 5	Ditto	Stores, &c.	370	14	8	Hakodate ..	Ditto.
Higo* ..	Provisional Register	243	15	12	Ditto	General	..	..	..	..	..
Granada ..	20,187	381	70	15	Ditto	Ditto	381	70	June 18	Shanghae ..	General.
John Bunyan	1,735	520	18	16	Ditto	Ballast	520	18	July 6	Ditto	Coal.
Georges ..	51,267	473	17	16	Ditto	Ditto	473	17	Aug. 25	London ..	General.
Mercury†..	41,244	64	8	18	Ditto	Ditto	..	..	..	..	..
Kafir Chief	29,367	186	12	20	Che-foo ..	Medicine	186	12	July 6	Taku ..	General.
Stella ..	50,654	265	12	21	Shanghae ..	General	265	12	7	Shanghae ..	Coal.
Danver Family	50,659	368	14	22	Ningpo ..	Ballast	368	14	14	Che-foo ..	General.
Yeddo‡ ..	47,374	370	20	29	Shanghae ..	Ditto	..	..	..	..	..
Granada ..	20,187	381	70	30	Ditto	General	381	70	July 1	Shanghae ..	General.
Eagle§ ..	52,810	710	42	30	London ..	Ditto	..	..	..	..	..
Chusan ..	30,713	434	50	6	Shanghae ..	Ditto	434	50	July 12	Shanghae ..	General.
Jane ..	50,567	307	14	6	Ditto	Ditto	307	14	Aug. 6	Hakodate ..	Ditto.
Owari ..	45,217	323	16	9	Ditto	Ditto	323	16	July 19	Shanghae ..	Ditto.
Lizzie Allen	41,262	325	11	12	Ditto	Ballast	325	11	25	Ditto	Coal.
Anne Porter	1,656	238	14	12	Amoy ..	Ditto	238	14	Aug. 18	Ditto	General.
Granada||..	20,187	381	70	13	Shanghae ..	General	..	..	..	..	..
Moldavian	12,686	385	14	16	Ditto	Ballast	385	14	Aug. 15	Shanghae ..	General.
Black River Packet..	40,784	276	17	19	Ningpo ..	Ditto	276	17	1	Ningpo ..	Coals.
Fuzi Yama	45,069	710	50	28	Shanghae ..	General	710	50	6	Yokohama ..	General.
Cadiz ..	31,155	334	60	30	Ditto	Ditto	334	60	2	Shanghae ..	Ditto.

* Sold to the Daimio of I'Ō, July 1, 1866.

† Sold to the Tycoon Government, August 6, 1866.

‡ Sold to the Daimio Hizen, July 9, 1866.

§ Sold to the Tycoon Government, August 10, 1866.

|| Sold to the Daimio Higo, July 18, 1866.

ARRIVALS.					DEPARTURES.						
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
Akindo ..	45,812	370	14	1866 July 30	Hakodate ..	General	370	14	1866 Aug. 6	Shanghai ..	General.
Margaret Campbell..	12,863	122	7	31	Hong Kong ..	Ditto	122	7	28	London ..	Tea.
Child of the Ocean ..	45,714	83	6	31	Che-foo ..	Ballast	83	6	Aug. 24	Hong Kong ..	Ditto.
Pride of the West ..	28,093	381	15	2	Hong Kong ..	Ditto	381	15	Sept. 7	Shanghai ..	Ditto.
Cobang ..	41,231	357	11	3	Shanghai ..	Ditto	357	11	19	Yokohama ..	Rice.
Fanny ..	20,033	467	13	6	Ditto ..	Ditto	467	13	Sept. 1	Shanghai ..	Ditto.
Chusan ..	30,713	434	50	6	Ditto ..	General	434	50	28	Yokohama ..	General.
Corea ..	..	408	10	6	Ditto ..	Ditto	408	10	6	Hakodate ..	Ballast.
William Mitchell ..	12,591	610	20	14	Hong Kong ..	Ditto	610	20	25	London ..	General.
Eliza Mary ..	19,148	126	10	15	Shanghai ..	Ditto	126	10	Sept. 1	Shanghai ..	Ditto.
Owari ..	45,217	323	15	15	Ditto ..	Ditto	323	15	15	Ditto ..	Ballast.
John Bunyan ..	1,735	520	20	17	Ditto ..	Ballast	520	20	Nov. 5	London ..	General.
Kestrel* ..	Provisional Register	161	16	20	Yokohama..	Ditto	..	..	..	..	..
Japan† ..	52,603	255	26	20	Shanghai ..	Ditto	..	..	..	..	..
James Longton ..	45,876	318	11	22	Yokohama ..	Ditto	318	11	Sept. 21	Hong Kong ..	General.
Chaa-sze ..	28,388	556	20	22	Ditto ..	General	556	20	Aug. 29	Yokohama ..	Ballast.
Broadwater ..	26,998	571	20	22	Ditto ..	Ditto	571	20	Sept. 14	Foo-chow ..	Ditto.
Fairy† ..	Provisional Register	55	12	22	Shanghai ..	Ditto	..	..	..	..	..
Glendower ..	20,464	485	21	25	Hong Kong ..	Ditto	485	21	Aug. 28	Yokohama ..	General.
Kaffir Chief ..	29,367	186	13	28	Che-foo ..	Ballast	186	13	Sept. 19	Shanghai ..	Ditto.
Christian Rankin ..	44,080	339	14	18	Shanghai ..	General	339	14	20	Higo (under charter to Japanese Government)	Ballast.

* Sold to the Tycoon Government, September 22, 1866.

† Sold to the Daimio of Hizen, August 29, 1866.

‡ Sold to the Daimio of Higo, August 24, 1866.

ARRIVALS.						DEPARTURES.					
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
Columbia*	Provisional Register	777	25	1866 Sept. 21	Shanghai ..	General	..	..	1866 ..	..	..
Emperor ..	28,621	106	19	Oct. 1	Ditto	Ballast	106	19	Oct. 1	Shanghai ..	Ballast.
Minnie ..	50,092	407	15	3	Yokohama..	General	407	15	Nov. 15	Ditto	Coal.
Owar† ..	45,217	323	15	4	Woosung ..	Ballast	..	..	..	..	..
Coromandel	50,663	369	37	5	Shanghai ..	General	369	37	Oct. 23	A cruise	Ballast.
Eliza Mary	19,148	126	11	6	Ditto	Ditto ..	126	11	10	Hakodate ..	Ditto.
Carnarvonshire†	54,647	388	13	6	Cardiff	Coal ..	..	..	..	..	..
Tien-tsin ..	48,646	610	56	8	Yokohama..	General	610	56	Oct. 11	Shanghai ..	General.
Mary Jane§	40,834	152	9	9	Shanghai ..	Ditto ..	..	..	..	..	..
Fee-seen||	41,218	255	34	10	Hong Kong.	Ballast	..	..	..	..	..
Kafir Chief	29,367	186	13	13	Shanghai ..	General	186	13	Oct. 27	Shanghai ..	General.
Singapore	31,133	742	60	15	Ditto	Ditto ..	742	60	19	Ditto	Ditto.
Christian Rankin	44,080	339	14	15	Hiogo	Ballast	339	14	Dec. 7	New York ..	Tea.
Chusan¶ ..	30,713	434	50	22	Yokohama..	General	..	..	..	..	..
Lancaster..	47,761	426	16	24	Hong Kong.	Ditto ..	426	16	Nov. 23	Hong Kong	General.
Wild Dayrell	26,690	158	10	25	Shanghai ..	Ditto ..	158	10	Oct. 30	Hakodate ..	Coal.
Tien-tsin ..	48,646	610	56	27	Ditto	Ditto ..	610	56	Nov. 8	Shanghai ..	General.
Spunkie**	Provisional Register	60	10	30	Shanghai ..	Ballast	..	..	..	..	..
Feelong ..	41,190	260	30	Nov. 3	Ditto	General	260	30	Nov. 9	A cruise	Ballast.
Azof ..	7,509	476	60	3	Ditto	Ditto ..	476	60	3	Shanghai ..	General.
Feelong ..	41,190	260	30	10	A cruise	Ballast	260	30	15	Ditto	Ditto.
Child of the Ocean..	45,714	83	7	10	Hong Kong	General	83	7	Dec. 11	Hong Kong	Ditto.
Coromandel††	50,663	369	35	17	A cruise	Ballast	..	..	..	..	..

* Sold to the Daimio Shuzen.

† Sold to the Tycoon Government, October 31, 1866.

‡ In port on December 31, 1866.

§ Sold to the Daimio Satsuma, November 5, 1866.

|| Sold to the Daimio of Hizen, October 29, 1866.

¶ Sold to the Daimio Satsuma, December 5, 1866.

** Sold to the Daimio of Tosa, December 24, 1866.

†† Sold to the Daimio Kishen, November 20, 1866.

ARRIVALS.					DEPARTURES.						
Name of Vessel.	Official Number.	Tonnage.	No. of Crew.	Date of Entry.	Where from.	Nature of Import Cargo.	Tonnage.	No. of Crew.	Date of Clearance.	Where bound.	Nature of Export Cargo.
City of Nantes	17,495	204	38	1866	Shanghai	Ballast	204	38	1866	Shanghai	General.
Kafir Chief	29,367	186	13	Nov. 19	Ditto	General	186	13	Nov. 21	Ditto	Ballast.
Maggie Leslie	45,149	468	14	20	Ditto	Ditto	468	14	Dec. 30	Ditto	General.
Tien-tsin*	48,646	610	56	26	Ditto	Ditto	610	56	Dec. 4	Ditto	General.
Valetta	48,333	386	13	26	Ditto	Ditto	386	13	Dec. 17	Yokohama	Rice.
Feelong	41,190	260	36	27	Ditto	Ditto	260	36	Nov. 30	Shanghai	General.
Azof	7,509	476	60	Dec. 1	Yokohama	Ditto	476	60	Dec. 4	Ditto	Ditto.
Eliza Mary	19,148	126	11	1	Shanghai	Ditto	126	11	Dec. 11	Ditto	Coal.
Emperor	28,621	106	19	1	Ditto	Ballast	106	19	Dec. 11	A cruise	Ballast.
City of Nantes*	17,495	204	13	2	Ditto	General	204	13	Dec. 13	Hong Kong	General.
Indore	44,863	679	94	8	Ditto	Ditto	679	94	Dec. 26	Shanghai	Coal.
Zodiac	43,721	375	15	8	Ditto	Ditto	375	15	31	London	Camphor.
Soon-Hong	49,391	192	8	10	Ditto	Ditto	192	8	12	A cruise	Ballast.
Feelong	41,190	260	36	11	Ditto	Ditto	260	36	22	Shanghai	General.
Minnie	50,092	407	15	11	Ditto	Ditto	407	15	22	Ditto	Ditto.
Feelong	41,190	260	36	12	A cruise	Ballast	260	36	20	Ditto	Ditto.
Emperor	28,621	106	19	12	Ditto	Ditto	106	19	17	A cruise	Ballast.
Kafir Chief	29,367	186	13	20	Shanghai	General	186	13	27	Shanghai	General.
Shooey Leen	47,384	492	27	21	Yokohama	Ballast	492	27	Dec. 26	Ditto	Ditto.
Merse*	13,777	628	19	29	Ditto	General	628	19	Dec. 26	Ditto	Ditto.
Eastern Queen*	49,620	480	15	29	Shanghai	Ditto	480	15	Dec. 26	Ditto	Ditto.
Anita*	41,254	348	13	31	Yokohama	Ditto	348	13	Dec. 26	Ditto	Ditto.
Total	..	41,903	3,028	..	..	..	37,515	2,613	..	..	..

* In port on December 31, 1866.

Arrived—With cargo, 91 vessels of 32,192 tons. In ballast, 35 vessels of 9,711 tons.

Departed—With cargo, 91 vessels of 32,285 tons. In ballast, 20 vessels of 5,230 tons.

British Consulate, Nagasaki, January 31, 1867.(Signed) **MARCUS FLOWERS, Acting Consul.**

A RETURN showing the Number and Tonnage of all Foreign Merchant Vessels visiting Nagasaki during the Year ending December 31, 1866.

ARRIVED.					DEPARTED.							
Flag.	In Ballast.		With Cargo.		Total.	Flag.	In Ballast.		With Cargo.		Total.	
	No.	Tonnage.	No.	Tonnage.			No.	Tonnage.	No.	Tonnage.		
British ..	35	9,711	91	32,192	41,903	British ..	20	5,230	91	32,485	111	37,515
American ..	6	1,476	15	6,005	7,481	American ..	7	3,098	10	2,757	17	5,855
Dutch ..	5	1,773	19	6,945	8,718	Dutch ..	1	494	22	7,997	23	8,491
French ..	..	..	6	1,107	1,107	French ..	..	..	5	1,005	5	1,005
Prussian ..	2	973	22	4,356	5,329	Prussian ..	..	..	21	4,318	21	4,318
Portuguese ..	2	417	13	2,309	2,726	Portuguese ..	..	..	13	2,309	13	2,309
Total ..	50	14,353	166	52,914	67,267	Total ..	28	8,822	162	50,871	190	59,493

A RETURN showing the Movements of British Shipping which arrived at, and departed from, the Port of Nagasaki during the Year ending December 31, 1866.

Arrived from.	No. of Ships.	Tonnage.	Departed to.	No. of Ships.	Tonnage.
Ports of Japan :—			Ports of Japan :—		
Yokohama and Hakodate ..	20	8,466	Yokohama and Hakodate ..	16	6,073
Ports of China :—			Ports of China :—		
Shanghai, Hong-Kong, Che-foo, Ningpo, &c. ..	103	32,016	Shanghai, Hong Kong, Che-foo, Ningpo, &c. ..	84	27,022
Ports of England :—			London ..	7	2,941
London and Cardiff ..	2	1,098	New York ..	3	1,033
Sydney ..	1	323	St. Thomas ..	1	446
Total ..	126	41,903	Total ..	111	37,515

(Signed)

British Consulate, Nagasaki, January 31, 1867.

MARCUS FLOWERS, Her Britannic Majesty's Acting Consul.

RETURN of the Import Trade of Nagasaki during the year 1866.

Name of Merchandise.	In British Vessels.		In Foreign Vessels.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
I. Manufactures—		Itzeboos.		Itzeboos.		Itzeboos.
<i>a. Cottons—</i>						
Brocades pieces	250	5,000	...	...	250	5,000
Cambrics "	339	4,915	...	...	339	4,915
Clintz "	21,859	207,660	6,180	58,786	28,047	266,446
Cotton goods, white bales	345	41,400	1,914	22,968	2,259	64,368
Cotton thread ... packages	335	105	43	13	378	118
Cotton yarn ... piculs	63	13,230	...	...	63	13,230
Drills pieces	1,865	31,705	640	10,880	2,505	42,585
Ginghams "	9,600	38,400	28,865	115,460	48,000	153,860
Handkerchiefs "	358	443	...	...	358	443
Lawns "	6,400	38,400	2,254	13,524	8,654	51,924
Satinets "	320	1,600	...	...	320	1,600
Shirtings, white "	20,066	280,924	6,529	91,406	26,595	372,330
" red "	3,177	49,243	5,770	89,435	8,947	138,678
" grey "	28,550	399,700	15,150	212,100	43,700	611,800
" dyed "	1,750	29,750	700	11,900	2,450	41,650
" figured "	48	768	540	8,640	588	9,408
Velvet "	2,880	87,840	1,154	35,197	4,034	123,037
Total	...	1,231,083	...	670,309	...	1,901,392
<i>b. Woollens, and cotton and woollen mixtures—</i>						
Camlets pieces	13,120	820,000	4,420	276,250	17,540	1,096,250
Carpeting "	2,187	3,634	2,469	4,102	5,656	7,736
Cashmeres "	...	...	60	21,600	60	21,600
Cassandras "	1,150	26,175	380	8,649	1,530	34,824
Cloth "	2,428	59,400	367	10,844	2,795	70,244
Damask "	349	16,752	293	14,064	642	30,816
Lastings "	1,196	71,760	5,071	304,260	6,267	376,020
Long ells "	2,908	69,792	2,942	70,608	5,850	140,400
Lustres pairs	2,301	27,000	710	12,000	3,011	39,000
Merinos pieces	643	38,580	472	28,320	1,115	66,900
Orleans "	14,844	460,164	11,488	356,128	26,332	816,292
Tafachelas "	9,850	103,425	1,700	17,850	11,550	121,275
Tapestry cases	8	128	50	800	58	928
Woollen stuffs pieces	3,407	68,140	2,022	40,440	5,429	108,580
Total	...	1,764,950	...	1,165,915	...	2,930,865
<i>c. Silk stuffs pieces</i>	277	3,252	1,736	20,380	2,013	23,632
Satin cases	56	1,201	60	1,287	116	2,488
Satin lace pieces	550	7,600	86	1,204	636	8,804
Total	...	12,053	...	22,871	...	34,924
<i>d. Canvas bolts</i>	684	24,624	67	2,512	751	27,136
II. Fire arms pieces	12,979	519,160	8,641	345,640	21,620	864,800
Ammunition packages	22,472	25,264	16,008	23,153	38,480	48,417
Total	...	544,424	...	368,793	...	913,217
III. Miscellaneous—						
Raw cotton piculs	2,927 11	245,847	2,480 11	208,329	5,407 22	454,176
Saltpetre "	2,946 90	91,354	2,905 32	90,065	5,851 22	181,419
Rice "	8,824 20	117,890	11,959	153,467	20,783 20	273,357
Fishskins "	1,746 93	139,760	144 70	11,600	1,891 63	151,360
Hides "	1,734 81	64,188	228	8,436	1,962 81	72,624
Sugar "	2,566 83	104,610	4,245 20	229,562	6,832 3	334,172
Drugs and dyes "	...	93,821	...	62,630	...	176,451
Metals "	...	208,008	...	41,409	...	252,417
Sundries "	...	153,727	...	132,772	...	286,499
Total	...	1,219,205	...	963,270	...	2,182,475
Recapitulation—						
I. Manufactures	...	3,032,710	...	1,861,607	...	4,894,317
II. Arms and ammunition	...	544,424	...	368,793	...	913,217
III. Miscellaneous	...	1,219,205	...	963,270	...	2,182,475
Total	...	4,796,339	...	3,193,670	...	7,990,009

Amounting in all to 7,990,009 itzeboos, equal, at the rate of 3 itzeboos per dollar, to 2,663,336 Mexican dollars.

Sir H. Parkes to Lord Stanley.—(Received June 15.)

My Lord,

Yedo, April 14, 1867.

I HAVE the honour to forward Mr. Consul Myburgh's Report on the Trade of Kanagawa for the year 1866, which I received to-day. Mr. Myburgh points out that he is unable to accompany this Report with the usual Returns, in consequence of the destruction of the Custom-house records in the great fire of the 26th November last.

Tonnage Returns, however, are appended, which show an improvement on those of last year; but the operations effected, both in imports and exports, compare unfavourably with previous seasons. Mr. Myburgh distinctly traces the cause of this depression to those serious vicissitudes which have recently been felt throughout the commercial world, and also to want of caution on the part of foreigners in overstocking a limited market with imports, and in competing too vigorously with each other in the purchase of exports, on means which have not unfrequently proved fictitious.

The taste of the Japanese for foreign manufactures is, however, becoming so decided, and the foreign demand for their surplus silk is so continuous, that we may safely look for the fulfilment of Mr. Myburgh's anticipations as to the recovery of the trade from its present stagnation, which appears wholly attributable to natural causes, and not to illegal interference on the part of the Japanese authorities.

I have, &c.

(Signed) HARRY S. PARKES.

Inclosure in No. 16.

Consul Myburgh to Sir H. Parkes.

Sir,

Kanagawa, April 3, 1867.

I REGRET that I am unable to furnish the Returns of Trade for this port for the year 1866, as, on applying to the Governor of Kanagawa to be supplied with the usual Custom-house Returns, I was informed, in reply, that all their records had been destroyed in the great fire which occurred on the 26th of November last. I was not more successful in seeking for information from the Yokohama General Chamber of Commerce, the Chairman of that Body replying to my application that the archives of the Chamber had been destroyed in the same fire. Having thus no exact data to go upon, I shall be able in this Report to touch only in a general way upon some of the points bearing upon the commerce of this port during the past year.

The Shipping Returns are inclosed herewith: and from these it will be observed that, during 1866, the entries of all nationalities numbered 175 vessels, of 99,784 tons; the departures, 172 vessels, of 97,692 tons. Compared with 1865, this shows, in entries, an increase of 7 vessels and 25,696 tons; and, in clearances, an increase of 4 ships and 22,206 tons.

There was a decrease under the British flag, as compared with the previous year, in the number of entries, of 3 ships; but an increase in the tonnage of 6,503 tons. Also a decrease, in the number of clearances, of 6 ships; but an increase in the tonnage of 4,261 tons.

American entries show an increase of 4 ships, but a slight decrease in tonnage of 56 tons; the clearances, an increase of 6 ships, but a decrease of 230 tons.

In French shipping the entries show an increase of 5 ships, and 16,703 tons; the clearances, an increase of 4 ships, and 16,336 tons.

The Dutch show the same number of entries as in the previous year, but an increase in the tonnage of 1,658 tons. In departures there is a decrease of 1 ship, but an increase in tonnage of 1,332 tons.

The Prussian entries were augmented by 3 ships, and 1,344 tons; the clearances by 3 ships, and 963 tons.

There was a considerable increase in the direct trade from Great Britain. In 1865, the arrivals numbered 26 vessels, of 11,300 tons; whilst, in 1866, they increased to 36 vessels, of 19,583 tons.

In the direct trade to Great Britain, however, the departures fell from 6 vessels, of 3,048 tons, in 1865, to 3 vessels, of 1,504 tons.

The past year may be looked upon as the least satisfactory as regards import trade since the first opening of the port. With few exceptions, all goods imported during the year have left heavy losses. Shirts and camlets more particularly come under this category. Various causes, which I shall have shortly to notice, would seem to have conduced to bring about this state of things.

The first years after the opening of the port, manufactures formed but an inconsiderable item in the trade. Silk, of which there appeared to be an accumulated stock in the country, formed, at the beginning, the profitable and principal source of business. The natives had as yet been unaccustomed to our foreign manufactures; and, until they had first disposed of their own produce, they had not the means wherewith to invest in them.

The proceeds of their extensive silk sales, however, accumulating in their hands, they began to make small investments in foreign goods by way of experiment; and a taste was soon created, which continued to acquire strength every succeeding year. The foreign merchants at that time met with ready sales, and with almost certain profits; and this yearly increasing demand induced them to form an exaggerated estimate of the ratio in which it was to continue to increase in future. Large shipments, based, as it appears to me, on no sound calculations, were accordingly made to this port, far in excess of the requirements of the place, and of any previous year. The natural consequences followed—a market glutted with goods, and heavy losses—and this at a time when the export showed a considerable falling-off; indeed, every successive year brings about a marked decrease, as compared with the preceding one, in the export of silk; and it is to be borne in mind that the capacity for buying foreign goods in this country may be said to be in a great measure dependent upon the quantity of the export. Operating simultaneously with this was the fall in the value of the silver *boo*, which receded from 240 to 316 for the 100 dollars, till we are met with the anomaly of a foreign coinage attaining to an actual premium over native currency of equal weight and purity.

I ought to observe that the fire already referred to consumed a large quantity of the piece goods on hand in the month of November last; but any temporary relief thereby produced was soon more than counterbalanced by large supplies from China. Taking into consideration, then, the various causes at work as far as they can be traced, without dwelling on each one by itself, the losses may briefly be attributed to the following:—

1. The large and excessive shipments from home.
2. The dearness of the goods originally in England.
3. The decline in value of the native currency.

4. The disturbed state of trade in general, occasioned by the banking and credit panic in England.

Under these circumstances it is matter of little surprise that the result has been disappointing, especially when contrasting with what was realized in former years. But it required no uncommon sagacity to foresee what we were arriving at, and that imports were being overdone; and, in my remarks upon it in the Report of last year, I had occasion to observe: "The past year (1865) was marked in particular by a sudden and extraordinary increase in the demand for cotton manufactures. . . . It would, I conceive, however, be too sanguine to expect a similar demand to repeat itself during the current year." The event has proved these impressions to have been only too well-founded.

While looking back upon the past, however, I am not disposed to take an unfavourable view of the future. Although import business has been attended with serious losses, the requirements have, upon the whole, been equal to the previous year; and, with shipments better adapted, and proportioned to the wants of the place, there is every reason to expect a more satisfactory state of things in time to come. While on the subject of imports I should mention that metals have fared little better for the past year, having been in very limited request; and, with the exception of some slight demand for nail-rod iron, they have shown little activity. Tin and spelter have been quite unsaleable; and tin plates, for some unexplainable reason, appear to have fallen into disuse altogether, and what had lain on hand here awaiting a market for some two years past had to be shipped off at last and sold in China. Lead, also, after having been kept for a long time, was sent to Hong Hong and other ports in China, where it was disposed of to advantage. A local demand then sprang up here, as is not unusual, after the article left, and the wants could barely be supplied.

Turning to exports, the facts before us may, perhaps, be considered less discouraging. I have been enabled, from reliable sources of information, to arrive at a more accurate idea of this than of the imports. Silk and tea, the two principal articles, being commodities so much more valuable, naturally attract greater attention. In the beginning of the year the prices in silk had reached a dangerous point; and the shipments then made all more or less resulted in loss. From that time, however, a decline set in of about 30 per cent., till the opening of the new season in July, when transactions were entered into at rates which were considered high at the time, but, in the result, proved very satisfactory to the purchasers, the termination of the continental war and the short export from China having contributed to raise the prices at home; but, with the exception of the first purchasers, rates have ruled high throughout the season. It is calculated that 11,351 bales, weighing 110 lbs. per bale, equal to 9,381 piculs, and amounting, at 750 dollars per picul, to 7,035,750 dollars, have been exported during last year, against 16,150 bales of the previous one. It would be difficult satisfactorily to account for this decrease. The destruction to the mulberry shoots by frost in the early spring of the year, and the large export of silkworm eggs, would seem to be the chief causes.

The price of rice, also, having risen to famine rates, diverted, probably, the attention of the people from this branch of industry to provide for the more immediate necessities of life. There is every reason to suppose this to be an exceptional year, however, and the current one, judging from all I can gather, is likely to be far in advance of the last. Much care has of late years been bestowed upon the cultivation and extension of the mulberry trees, the effects of which are now becoming visible.

The export of tea for the year is estimated at 50,070 piculs (6,676,000 lbs.), which at 30 dollars per picul gives a total value of 1,502,100 dollars. This differs little from the previous one. The export to America shows an increase, however, of 40 per cent., while a decrease by the same amount is visible in the shipments to Great Britain. It is a branch of trade which doubtless is capable of much extension; but, hitherto, it has received but little encouragement. The demand for Japanese tea is inconsiderable. The quality evidently is not suited for the English market, and what goes to England is generally for transshipment to America afterwards, where it is held in greater estimation. Prices ruled high throughout the year, and I am informed by Americans at this port (in whose hands the trade is principally centred), that, with very few exceptions, all transactions in tea during the year were attended with heavy losses at home.

In conclusion, I would remark that one cannot help observing that, in the East, trade is conducted under somewhat peculiar and exceptional circumstances. The conditions of comparative security usually attending trading operations at home are in a great measure wanting here. The vast distance separating Europe from China and Japan, and the length of time it takes to effect the interchange of the commodities of one part of the world with those of the other, would seem to reduce mercantile enterprise very much to a game of chance; when a merchant enters upon a transaction—the result of which will in all probability take him nine months to ascertain—it is impossible for him to foresee what move in Europe may not upset his best laid schemes and calculations. In former times, when produce could be procured sufficiently cheap to turn out almost invariably remunerative, this mattered little; and if it came to the worst, the loss could be but a trifling one in any case; but this element of security is no longer to be counted upon. Competition has changed the calculation entirely in this respect. The success attending the first opening of the ports in China and Japan brought into the commercial field a large number of adventurous men, with little or no capital, eager to make rapid fortunes and quit the scene. These imported into business a sort of gambling spirit which soon gave rise to a degree of competition and reckless speculation which the trade could not possibly sustain, while the banking establishments, to make matters worse, afforded them accommodation to an unwarrantable extent in the belief that, as before, it was only necessary to touch anything to turn it into gold. The career of this class of merchant was soon brought to an abrupt termination, after having caused incalculable mischief, and the banks, many of them having been ruined, and nearly all having met with serious losses, now run with an ill-judged caution in the opposite direction, and are slow to give facilities even to houses of the most undoubted standing. I am fully persuaded, however, that the stagnation in trade, brought about by the various causes enumerated, cannot be of long duration, and that we shall soon revert to a more salutary state of things.

I have, &c.

(Signed)

F. G. MYBURGH.

RETURN of the Number and Tonnage of Merchant-Vessels which Arrived at, and Departed from, the Port of Kanagawa, during the Year ended December 31, 1866, distinguishing the Countries to which they belong.

Under what Colours.	ARRIVED.		DEPARTED.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
British	108	52,705	108	52,377
American	25	10,561	25	9,672
French	21	28,000	20	28,000
Dutch	14	6,300	14	6,300
Prussian	7	2,218	5	1,343
	175	99,784	172	97,692

RETURN of Direct Trade in British Vessels to Great Britain, during the Year ended December 31, 1866.

Name of Vessel.				Tonnage.	Cargo.
1	Chanticleer	..	..	392	Tea and silk.
	Conference	..	..	531	Ditto.
	Corea	..	..	581	Ditto.
	Total	..	..	1,504	

RETURN of the Direct Trade in British Vessels from Great Britain during the year ended December 31, 1866.

	Name of Vessel.	Tonnage.	Cargo.		Name of Vessel.	Tonnage.	Cargo.
1	Scinda. . . .	834	General	20	John Norman ..	513	Coals.
2	Maravi	439	..	21	Lorton	519	General.
3	Chanticleer	392	..	22	Recife	464	..
4	Spirit of the Deep	629	Ballast	23	Helena	448	Coals.
5	Eliza Hands	264	General	24	Eleanor	433	Coals.
6	Fusiyama	556	..	25	Conrad	350	Coals.
7	Grenadier	542	..	26	Minnie	407	Coals.
8	Castlehow	260	..	27	Hugh Fortescue	505	Coals.
9	Eliza Shaw	696	..	28	Wallaroo	611	..
10	Challenger	649	..	29	Birch Grove ..	518	..
11	Conference	531	..	30	Allendale	449	..
12	Eclipse	393	..	31	Corea	581	Coals.
13	Clara	854	Coals ..	32	Marmion	701	Coals.
14	Broadwater	513	General	33	Emperor	370	..
15	Isles of the South	821	..	34	Merse	628	General
16	Tiptree	1,617	Ballast	35	Heroes of Alma	557	..
17	Chasze	556	General	36	Carioca	312	..
18	James Longton ..	318	..		Total	19,583	
19	Vanda. . . .	353	..				

TABLE showing the Coasting Trade carried on in British Vessels during the year ended December 31, 1866.

Arrived.			Departed.		
Where from.	Number.	Tonnage.	Where to.	Number.	Tonnage.
Nagasaki	7	3,259	Nagasaki	18	9,214
Hakodate	8	2,357	Hakodate	5	1,397
Total	15	5,616	Total	23	10,611

SIAM.

No. 17.

Consul Knox to Lord Stanley.—(Received April 29.)

My Lord,

Bangkok, March 13, 1867.

I HAVE the honour to transmit herewith my Trade Report for the year 1866, together with the usual Shipping and Trade Returns in duplicate.

I have, &c.

(Signed) THOMAS GEORGE KNOX.

Inclosure in No. 17.

Report of the Foreign Trade at the Port of Bangkok, in the Kingdom of Siam, for the year 1866.

THE Returns annexed to this Report are as follows:—

1. Return of British Shipping at the Port of Bangkok during the Year 1866.
2. Return of British and Foreign Shipping at the Port at Bangkok during the Year 1866.
3. Return of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bangkok during the year 1866.
4. Return of Exports in Square-rigged Vessels from the Port of Bangkok during 1866.
5. Return of Imports into the Port of Bangkok during the year ending December 31, 1866.

The above Returns, like those of preceding years, have been principally compiled from information furnished by the Siamese Customs authorities. They, however, represent but imperfectly the actual trade of the port. The duties on the products of Siam are let out to revenue farmers, whose agents are the collectors. The lessee retains his right to collect the duties during the period agreed upon, generally two years, and the farm is then sold again to the highest bidder. As a rule, these farms are held by distinct companies or individuals. These companies or individuals, with very few exceptions, are also traders and shipowners; commonly, also, the largest exporters of the product on which they have a right to levy duty; this right they have obtained, as before-mentioned, by the payment to the Government of a lump sum yearly. What may be called the Central Customs authority is merely the reporter of the different farmers; and his duties consist principally in allowing vessels to commence discharging, and in granting port clearances.

In the former case the import farmer puts his own men on board to look after the value of the cargo imported; imports into Siam pay an *ad valorem* duty of 3 per cent., and collects the duty himself.

But the import farmer is himself the owner of a steamer which makes bi-monthly passages between here and Singapore. He is also the opium

farmer, and a large importer of foreign goods. Now, as this farmer naturally wishes to retain both the import and opium farms in his own hands, and to make a large profit out of it, it is his interest, therefore, to make out his Returns to be as small as possible. The Government having no Custom-house officer of their own have no means of ascertaining what the imports really are; and the farmer's interest being to make them as low as possible, I have no hesitation in stating that the amount laid down in the Tables is very much below the value of the articles imported into Bangkok.

The same is the case with the exports; the farmer, say of gum benjamin, exports as much of it as he can, while he makes out his Returns as low as possible.

Imports.

The value of the import trade for 1866 is estimated at 789,866*l.*, as against 519,795*l.* in 1865, and 1,167,677*l.* in 1864.

The export trade in rice has hitherto ruled the imports, and will probably continue to do so, and I have therefore no remarks to offer with regard to them, the more so as the articles show neither increase nor decrease in their relative proportions.

Exports.

The exports for 1866 are valued at 925,818*l.*, against 529,276*l.* in 1865, and 1,314,922*l.* in 1864. The crop of rice housed in 1864 was considerably above the average, and the great demand in China insured its sale. Want of rain in 1865 caused that year's crop to be very scanty, and thus injuriously affected the trade of that year. It also unfortunately happened that news of the failure of the rice crop, and of the prohibition which was consequently placed by the Siamese Government on its exportation, did not reach China till a large number of vessels had been already chartered for Bangkok, the charterers therefore suffered very severely, and lost confidence in the place. The crop of 1866, though above the average in quantity, was inferior in quality; hence, as those who had suffered in 1865 kept out of the trade, the export in 1866, though considerably beyond that of the preceding year, yet fell far short of what had been anticipated.

The present crop is the largest which Siam has ever gathered in, and is excellent in quality; there has, however, been but small demand for it as yet. Prices in China do not leave a sufficient profit on its exportation, and as the large amount of capital, which had for some years past been forcing the trade of these countries, has for the present been withdrawn, the growers of rice in Siam will have to content themselves with lower prices than they have for the last four years been obtaining; this they can fortunately well afford to do, as their profits have been extraordinary, and leave a large margin for reduction. When prices have come down I expect to see a steady trade to China, which will be much more favourable to legitimate business than the sudden rushes which have hitherto taken place.

Sugar.—The present crop is excellent; and the heavy duties having now been taken off, the Chinese and others have resumed the cultivation of the cane, and native mills are springing up in all directions.

There are many inquiries for European crushing-machines, and I understand that orders have been given for several; the Chinese manufacturers in this country seem still to prefer their own process for boiling and clarifying juice.

Teak.—The amount of timber brought down this year is larger than has been the case for a long time past. Prices have fallen, but owing to the state of the English markets there is scarcely any demand at present.

(Signed) THOMAS GEORGE KNOX,
Consul.

British Consulate, Bangkok, March 13, 1867.

(No. 1.)—RETURN of British Shipping at the Port of Bangkok, during the Year 1866.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

Whence Arrived.	ENTERED.			CLEARED.			Whither Bound.	Number of Vessels.			Total Tonnage.			Total Number of Crews.	Invoice Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
Great Britain	1	8	1	230	...	230	Great Britain	1	...	1	258	...	258	16	8,463
Hong Kong	1	...	1	1,176	...	1,176	Hong Kong	42	...	42	16,660	...	16,660	653	169,946
Singapore	1	...	1	1,875	...	1,875	Singapore	13	2	15	8,193	455	8,648	269	24,921
	...	...	...	...	...	...	Bombay	11	...	11	1,882	...	1,882	186	26,768
	12	10	22	11,500	23,309	23,309		67	2	69	21,943	455	22,398	1,074	224,793

Indirect Carrying Trade in British Vessels from and to other Countries.

Whence Arrived.	ENTERED.			CLEARED.			Whither Bound.	Number of Vessels.			Total Tonnage.			Total Number of Crews.	Invoice Value of Cargoes.
	With Cargoes.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		With Cargo.	In Ballast.	Total.	With Cargo.	In Ballast.	Total.		
Chinese Ports	...	...	...	...	...	...	Chinese ports	5	...	5	2,425	...	2,425	83	17,608
Cape of Good Hope	...	1	1	...	425	425	Batavia	1	...	1	248	...	248	16	1,856
Siamese coast	1	...	1	130	...	130	Siamese coast	1	...	1	801	...	801	20	50
	1	3	4	130	139	269		7	...	7	2,974	...	2,974	119	19,014
	23	...	23	11,620	14,295	25,915		74	2	76	24,917	455	25,372	1,193	243,807

British Consulate, Bangkok. March 13. 1867.

(Signed)

THOMAS GEORGE KNOX, Consul.

(No. 2).—RETURN of British and Foreign Shipping at the Port of Bangkok, during the Year 1866.

ENTERED.						CLEARED.							
Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.				
British ...	33	11,690	620	36	14,298	625	69	25,988	1,175	74	24,917	1,177	243,807
French ...	1	320	13	4	1,263	57	5	1,653	70	5	1,616	69	18,840
American ...	3	1,040	33	4	3,200	103	8	8,164	13	8	4,383	115	32,607
Dutch ...	9	2,634	140	9	3,797	255	18	6,431	295	15	5,454	326	48,242
Prussian ...	...	...	...	13	4,413	179	17	4,413	179	17	5,802	236	43,299
Russian ...	...	...	...	10	240	10	1	240	10	1	240	10	2,292
Hanseatic ...	...	...	...	1	15,845	485	38	14,659	484	38	14,659	484	113,545
Hanoverian ...	...	...	...	4	1,204	48	5	1,630	64	5	1,630	64	14,583
Swedish ...	...	...	...	3	1,049	40	3	1,049	40	3	1,049	40	9,148
Danish ...	...	156	10	3	566	19	2	732	29	2	362	18	6,648
Belgian ...	...	294	11	1	...	...	1	294	10	1	294	10	2,550
Siamese ...	115	45,193	(?)	...	326	(?)	116	45,519	(?)	112	42,839	(?)	391,348
Junks ...	(?)	(?)	(?)	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	927,209

British Consulate, Bangkok, January 31, 1867.

(Signed)

THOMAS GEORGE KNOX, Consul.

(No. 3.)—RETURN of Foreign Shipping engaged in the Direct and Indirect Trade at the Port of Bangkok during the year 1865.

Nationality of Vessels,	ENTERED.				CLEARED.			
	Direct Trade.		Indirect Trade.		Direct Trade.		Indirect Trade.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
French ..	1	225	4	1,358	..	..	6	1,838
American ..	..	..	7	4,240	..	..	8	4,383
Dutch ..	..	..	14	5,162	..	..	9	4,204
Hanseatic ..	4	1,269	40	15,485	6	1,250	38	14,659
Prussian ..	..	..	13	4,413	..	..	17	5,802
Russian ..	..	..	1	240	..	..	1	240
Hanoverian ..	..	..	4	1,204	..	..	5	1,630
Swedish ..	..	..	3	1,049	..	..	3	1,049
Danish ..	..	..	3	722	..	..	3	722
Belgian ..	..	..	1	294	..	..	1	294
Siamese ..	116	45,519	..	..	113	45,090	..	..
Total ..	121	47,013	90	34,167	119	46,340	91	34,821
			211	81,180			210	81,161

British Consulate, Bangkok, March 13, 1867.

(Signed)

THOMAS GEORGE KNOX, Consul.

RETURN of Imports into the Port of Bangkok during the year ending December 31, 1866.

Description of Goods.	From Singapore.		From Hong Kong.		From China.		From Europe.		Total Quantity.	Value in Mexican Dollars.	Value in Sterling. £
	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.			
Pieces, Corges, Bales.											
White shirtings..	55,547	189,105	593	2,966	12	30	..	..	56,152	192,101	40,021
Grey ..	131,935	373,430	5,939	25,427	..	..	..	..	137,874	398,322	82,983
Figured ..	18,267	62,381	..	..	..	..	..	..	18,267	62,381	15,494
Coloured ..	5,611	21,301	..	..	..	..	..	..	5,611	21,301	4,437
Turkey red cloth ..	5,878	14,454	..	..	..	..	..	..	5,878	14,454	3,012
Long cloth..	11,165	43,452	..	..	..	..	..	..	11,165	43,452	9,052
Prints and chints ..	11,633	23,074	..	..	..	..	..	..	11,633	23,074	4,807
Mada pollams ..	14,208	20,660	..	..	..	..	..	..	14,208	20,660	4,304
Canvas ..	1,189	8,166	..	..	..	..	..	..	1,189	8,166	2,299
Cambrics ..	11,738	17,062	..	..	..	..	..	..	11,738	17,062	3,554
Muslins and jaconets ..	4,961	7,026	..	..	..	..	..	..	4,961	7,026	1,483
Chowls ..	41,571	316,521	..	..	..	..	..	..	41,571	316,521	65,942
Miscellaneous piece goods ..	75,879	99,926	4,663	9,608	2,600	5,200	..	..	83,142	114,734	23,903
Woollen goods ..	2,659	39,140	10	38	..	..	..	..	2,669	39,178	8,162
Red twist ..	362	51,359	..	..	..	..	..	..	362	51,359	10,699
White twist ..	428	65,189	..	..	..	..	..	..	461	69,684	14,517
Coloured twist ..	415	44,798	..	..	..	..	..	..	415	44,798	9,333
Hardware ..	475	17,535	..	..	..	..	..	..	874	29,498	6,145
Iron ..	4,318	11,141	357	875	..	..	1,780	4,800	6,455	16,816	3,504
Steel ..	836	2,572	..	..	..	..	..	..	836	2,572	536
Muskets ..	1,073	38,779	..	..	..	..	..	..	1,073	38,779	8,079
Glasware ..	1,439	26,590	199	3,654	..	..	29	431	1,667	30,675	6,390
Copper and metal sheathing ..	281	11,410	254	7,055	..	..	1,373	36,000	1,908	54,465	11,437
Crockery ware ..	94	3,500	261	5,000	3,088	14,529	27	820	3,470	23,849	4,968
Brass and copper ware ..	103	5,561	2,175	102,718	207	2,822	..	..	2,485	111,101	23,146
Jewellery ..	70	55,836	2	3,764	..	..	..	..	72	59,600	12,416
Ship chandlery ..	3,312	29,694	86	1,560	..	..	495	17,270	3,893	49,524	10,109

Return of Imports, &c.—*continued*.

Description of Goods.	From Singapore.		From Hong Kong.		From China.		From Europe.		Total Quantity.	Value in Mexico Dollars.	Value in Sterling. £
	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.	Quantity.	Value. Dollars.			
Pieces, Corges, Bales.											
Biscuits ..	77	2,090	..	..	..	..	50	507	127	2,597	541
Liquors ..	24,019	51,075	229	1,018	..	..	1,120	4,367	25,368	56,460	11,762
China goods ..	..	47,641	..	322,587	..	146,022	..	..	..	516,250	107,552
Fancy „ ..	185	19,665	6	1,403	..	..	21	596	212	21,664	4,513
Silk chowls ..	1,365	3,805	24,217	97,097	..	..	..	..	25,582	109,002	21,021
Crapes ..	..	..	2,823	39,220	20	276	..	..	2,843	38,496	8,288
Silk piece goods ..	1,475	11,619	31,927	201,962	1,333	7,261	..	..	34,735	220,842	46,008
Gold thread ..	13	2,535	73	5,622	59	2,589	..	16,933	145	10,746	2,238
Sundries ..	..	289,781	..	24,072	..	..	..	..	..	330,786	68,914
Mexican dollars ..	..	8,000	..	62,404	..	6,650	..	..	..	70,404	14,667
Gold leaf ..	..	..	..	70,362	..	..	..	..	..	77,012	16,044
Machinery ..	..	..	..	..	..	..	..	..	..	100,000	20,833
Mat bags ..	..	..	..	..	..	..	..	..	2,000,000	60,000	12,500
Mats ..	..	..	..	..	..	..	..	..	209,000	14,000	3,916
Opium ..	370	240,500	18	11,700	..	..	..	..	388	252,200	52,541
Coal ..	..	..	..	..	..	..	..	..	3,746	37,460	7,804
Total ..	..	..	..	..	..	..	..	..	..	3,791,358	789,866

British Consulate, Bangkok, March 13, 1867.

(Signed)

THOMAS GEORGE KNOX, Consul.

RETURN of Exports in Square-rigged Vessels, from the Port of Bangkok, during 1866.

Description of Produce.	Singapore.	Batavia.	Hong Kong.	China.	India.	Europe.	Total Quantity.	Value in pounds sterling.
Rice .	160,254	1,720	1,233,346	76,570	5,928	..	1,468,082	£ 519,945
Paddy .	2,401	..	39,052	3,300	..	30	44,783	11,195
Sugar .	12,735	..	38,741	..	7,822	414	59,712	119,424
Sapan wood .	11,709	1,611	63,347	9,557	305	2,900	88,629	30,466
Peas .	2,405	..	4,087	100	..	..	6,592	3,296
Silk .	655	..	..	..	4	..	699	27,960
Pepper .	2,333	..	20,059	3,018	..	..	25,410	30,174
Tin ..	158	..	1,469	..	..	..	1,627	6,815
Teal-seed .	2,284	26	21,955	1,133	..	..	25,398	17,461
Hemp .	235	46	1,831	..	..	..	2,112	4,488
Hides .	1,739	..	2,645	94	..	..	4,478	5,317
Horns .	1,199	..	196	73	..	..	1,468	2,503
Salt ..	4,017	26,590	..	..	..	..	30,607	15,303
Salt fish .	10,146	95,115	1,992	2,374	..	..	109,627	47,962
Mussels .	102	..	7,657	2,478	..	..	4,237	9,003
Teak timber .	434	..	234	..	26	..	694	2,679
„ planks .	2,089	166	4,549	320	2,768	27	9,899	12,368
Rosewood .	..	..	20,768	2,192	..	..	22,960	22,960
Gum Benjamin .	259	..	..	..	..	10	269	6,053
Ivory .	85	..	304	..	..	..	1154	4,322
Cotton .	17	..	310	..	..	..	327	1,145
Lackrabau seed .	..	..	618	..	..	..	618	1,314
Cardamoms .	..	..	164	6	..	..	170	8,500
Gamboge .	41	..	14	..	..	..	55	515
Stick lac .	1,349	..	2,588	..	64	170	4,171	7,560
Mangrove bark .	..	..	2,588	1,000	..	..	3,588	465
Ebony .	..	..	3,465	..	..	..	3,465	1,000
Indigo .	600	..	..	..	..	..	600	375
Sundries—iron pans .	..	..	..	..	..	..	6,000	5,250
								925,818

British Consulate, Bangkok, March 13, 1867.

(Signed)

THOMAS GEORGE KNOX, Consul.

COMMERCIAL REPORTS

FROM

HER MAJESTY'S CONSULS

IN

CHINA.

(In continuation of Reports presented to Parliament,
August 16, 1867.)

*Presented to both Houses of Parliament by Command of Her Majesty.
August 1867.*

LONDON:
PRINTED BY HARRISON AND SONS.
1867.

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No. 18.

Consul Carroll to Lord Stanley.—(Received August 3.)

My Lord,

Taewan, May 31, 1867.

I HAVE the honour to inclose the following Return received from Her Majesty's Vice-Consul at Tamsuy:—

Report on Trade of Tamsuy during the year 1866, with accompanying Returns.

I have, &c.

(Signed) CHAS. CARROLL.

Inclosure in No. 18.

Vice-Consul Gregory to Sir R. Alcock.

Sir,

Tamsuy, Formosa, May 9, 1867.

I HAVE the honour to forward herewith a set of Returns of Trade for this port (with Kelung) for the year 1866. They are numbered 1 to 4.

No. 1 is of British Shipping.

No. 2 is of Foreign Shipping.

No. 3 is of Imports.

No. 4 is of Exports.

The Return of *British Shipping* shows a great increase. The number of vessels considerably exceeds that of any previous year, and the aggregate tonnage is more than double of that of 1865, which was itself larger than that of former years.

The *Foreign Shipping*, on the other hand, shows some decrease as compared with 1865. But the aggregate of British and Foreign for 1866 remains considerably above that for 1865.

The following brief Table will indicate that the increase of British shipping is in large measure due to the development of the coal trade at Kelung:—

Of British vessels—

	Had been at Tamsuy.		Had been at Kelung.	
	Vessels.	Tons.	Vessels.	Tons.
Clearing during 1865	31	5,900	13	2,954
Clearing during 1866	33	9,924	34	10,782

The shipping of Kelung has indeed exceeded that of Tamsuy, as appears from the following Table:—

Of vessels which cleared during 1866—

	Had been at Tamsuy.		Had been at Kelung.	
	Vessels.	Tons.	Vessels.	Tons.
British	33	9,924	34	10,782
Foreign	31	4,798	33	7,742
Total	64	14,722	67	18,524

But the cargoes at Kelung would be greatly inferior in value to those at Tamsuy, the coal of Kelung being a cheap and bulky article.

The aggregate *Import* trade of these ports for 1866 was larger than that of 1865, but smaller than that of 1864. These fluctuations depend chiefly upon the opium trade.

Opium forms more than three-quarters (in value) of the total import (*i. e.* in European vessels). The import of this article was very large in 1864, decreased much in 1865, and partially recovered itself in 1866. The diminution which has occurred may be partly owing to the discontinuance (in the middle of 1865) of the practice of granting special permissions to European vessels to discharge and receive cargo at Teukham and other places not regularly opened to trade. The greater part of the opium imported arrives in British vessels, and especially in steamers. Most of it comes to the port of Tamsuy, and but little to that of Kelung. On arriving at this port it is usually sent immediately up the river to the large town of Mangha (or Baugka), where it is sold.

The small import of European cottons and woollens has maintained itself. It exceeds, as might be expected, that of 1864, and is probably equal in quantity to that of 1865, although the estimated value is smaller.

Among the *Exports* that of coal is specially noticeable. The following Table will show its increase upon preceding years:—

						Tons
Export of 1864	..	..	..	..	..	4,315
„ 1865	..	..	..	..	..	7,162
„ 1866	..	..	..	..	..	17,887

About two-thirds of the coal export of 1866 was to Shanghai and Hong Kong. Of the remainder the greater part was to Amoy, Foochow, Che-foo, and other Chinese ports. Small quantities were cleared for Siam and for the Sandwich Islands. About 60 per cent. of the export was in British vessels. Kelung, and not Tamsuy, is the coal port.

The coal trade was at its height in the summer months (May to August or September). Since, then, and up to the present time (9th May, 1867), it has been languid.

The heavy duty on coal, amounting to about 4s. 7½*d.* per ton (4 candareens per picul), on exportation, with the addition of half that amount upon re-importation into a Chinese port, is a serious impediment to the Kelung coal trade.

The export of tea, though small, is interesting, as the commencement or re-commencement, of what may become an important trade. Tea was, indeed, exported before, but not (so far as I am aware) in a state of preparation for the foreign market. Most of the tea shown in the Return was prepared for the foreign market, and was shipped for Amoy, whence it would probably find its way to America or Australia. I hope that there will be a further export in the present year. I hear further of a noticeable export of tea (probably in the unprepared state), from Kelung to Hong Kong, in a Chinese lorcha, since the beginning of 1867. Chinese craft are said to have an advantage in this trade, as their cargoes do not pay the Tariff duty, which is a heavy proportional addition to the price of cheap teas.

The tea of Tamsuy and Kelung neighbourhood appears to be chiefly of an Oolong kind, but not of high quality; although small quantities of superior teas (of Souchong kind) are also to be procured. I suggest with diffidence (as I have no special knowledge of the subject) the following considerations in favour of the probability of an increased tea trade from the north of Formosa:—

1. The mildness and dampness of the winter may cause the crop to be

a little earlier here than on the mainland. (I saw tea being gathered on the 10th of April last, two or three miles from this port.)

2. The quality may be improved by more care and skill in cultivation and preparation, and, perhaps, by the introduction or development of varieties of the plant specially suited to the climate and soil.

3. There are two or more sea-ports in close neighbourhood to the tea producing country.

Camphor was the export of largest value. The export of 1866 was about the same as that of 1864 or 1865, but smaller than that of 1863. The export was almost entirely to Hong Kong, where the camphor would be sold, and whence it would find its way to Europe or elsewhere. The official monopoly of the camphor trade continues; but for the last two or three years it has been conducted directly by official persons, and not farmed out to a contractor, as was formerly the case. The trade—that is, the purchasing from the official depôt and shipment from Hong Kong—was chiefly, or entirely, in Chinese hands during the past year. The attention of European merchants has lately been drawn more strongly toward the camphor trade, and I hear of efforts for the removal or modification of the monopoly.

The export of *Sugar* in European vessels was twice or thrice that of previous years. More than half was shipped for Ningpo; the remainder was for Shanghai, Tien-tsin, and Foo-chow.

The export of *Rice*, formerly so considerable, has during the last three or four years undergone a rapid diminution, for which I find it difficult to account.

The *aggregate Value of Exports* in European vessels is thus left inferior to that of 1864, though greater than that of 1865.

There is a considerable *Export of Specie* in European vessels from this port, chiefly in payment for opium imported. The amount sent away in 1866 has not been ascertained; but I estimate it roughly at about 500,000 dollars, or 110,000*l*. The supply of specie is presumed to be kept up by its arriving in junks, here and elsewhere on the coast, for the purchase of export cargo.

The customary *Currency* here consists of Spanish (chiefly Carolus) dollars. The Mexican dollar is rare, and is, for local purposes, at a considerable discount. Dollars, being of the approved sort and in moderately good condition, are reckoned by counting, as in Europe, and not by weight, as at some ports. The usual average weight of such dollars is found to be less, by about 1 or 1½ per cent., than that of the weighed-dollar currency of Foochow or Hong-Kong.

The state of the country during the year was fairly tranquil, and the general behaviour of the population toward Europeans continued to be amicable.

Your, &c.
(Signed) WM. GREGORY.

(No. 1.)—TRADE of British Vessels at Port of Tamsuy (including Kelung), from 1st January to 31st December, 1866.
All of which may be considered as Coasting Trade.

ENTERED.										CLEARED.							
From what Ports.	Total Number of Vessels.			Nature of Cargoes.	Value of Cargoes.	Total Tonnage.			For what Ports.	Total Number of Vessels.			Total Tonnage.			Nature of Cargoes.	Value of Cargoes.
	With Cargoes.	In Ballast.	Total.			With Cargoes.	In Ballast.	Total.		With Cargoes.	In Ballast.	Total.					
Foo-chow, Hong Kong, Amoy, Shanghai, Takow, &c.	44	8	52 viz.: steamers 28 sailing vessels 27	14,395	8,273	17,668 viz.: steamers 8,486 sailing vessels 9,212	Opium; also European and Chinese textile fabrics, articles of food and medicine; bricks and tiles; and sundries.	Opium, about 180,000 <i>l</i> .; other articles not ascertained.	Foo-chow, Hong Kong, Shanghai, Amoy, Taiwan, &c.	45	9	54 viz.: steamers 25 sailing vessels 29	13,772	4,446	18,218 viz.: steamers 8,456 sailing vessels 9,762	Coal, camphor, tea, sugar, hemp (or Beinneria fibre), hempen fabrics, rice, timber, and sundries. Also specie.	Coal, 8,075 <i>l</i> .; camphor, 16,680 <i>l</i> .; other articles not ascertained.

NOTE 1.—In this Return Tamsuy and Kelung are treated as one port.

Of the 54 vessels which cleared—

20 vessels, tonnage 7,436, had been at Tamsuy only;

21 vessels, tonnage 8,394, had been at Kelung only;

and 13 vessels, tonnage 2,458, had been at both Tamsuy and Kelung.

NOTE 2.—A steamer coming only to coal, and a vessel taking away only her original cargo, are classed as entering or clearing in ballast.

(Signed) WM. GREGORY, *Vice-Consul*.

(No. 2.)—RETURN of Foreign Vessels Entering and Clearing at the Port of Tamsuy (including Kelung), during the Year 1866.
Junks not included.

TAMSUY.

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Flag.	ENTERED.						CLEARED.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Prussian	9	1,560	5	738	14	2,298	13	2,153	1	145	14	2,298
Hamburgh	7	853	4	1,154	11	2,007	11	2,223	1	117	12	2,340
Bremen	5	1,550	..	..	5	1,550	5	1,550	..	..	5	1,550
Lubeck	..	..	..	..	..	..	1	505	..	..	1	505
Oldenburg	1	148	..	..	1	148	1	148	..	..	1	148
American	4	924	2	206	6	1,130	7	1,362	..	..	7	1,362
Danish	5	783	1	161	6	944	6	944	..	..	6	944
Swedish	1	302	1	304	2	606	1	304	..	..	1	304
Norwegian	..	..	1	143	1	143	1	143	..	..	1	143
French	..	..	1	344	1	344	2	489	..	..	2	489
Spanish	1	361	..	..	1	361	1	361	..	..	1	361
Siamese	1	333	..	..	1	333	1	333	..	..	1	333
Hawaiian	..	..	..	..	..	..	1	150	..	..	1	150
Chinese	..	..	..	..	..	..	1	97	..	..	1	97
Total	34	6,814	15	3,050	49	9,864	52	10,762	2	262	54	11,024

NOTE 1.—All the above were sailing vessels. The trade was almost entirely with Chinese ports or Hong Kong.

NOTE 2.—Of the 54 vessels which cleared, approximately—

21 vessels of 3,282 tons had been at Tamsuy alone.

23 vessels of 6,226 tons had been at Kelung alone.

10 vessels of 1,516 tons had been at both Tamsuy and Kelung.

(Signed)

WM. GREGORY, Vice-Consul.

(No. 3).—IMPORTS at the Port of Tamsuy (including Kelung) in Vessels of all Flags, which Cleared during the Year 1866. Junks not included.

(Chiefly from Custom-house Returns.)

Denomination.	Quantity.	Value.	
		Currency.	Sterling, at 4s. 5d. exchange.
		Dollars.	£
A. FOREIGN PRODUCE.			
Opium (chiefly Benares)	cwts. 1,331	700,000	154,580
Cotton Goods, viz.—			
Grey shirtings and T-cloths	pieces 9,405	37,420	8,265
White and spotted shirtings	„ 1,033	4,690	1,040
Dyed cottons, chintz, Turkey reds, drills, &c.	„ 2,795	15,360	3,390
Cotton thread	lbs. 336	150	35
Woollen Goods, viz.—			
Long ells	pieces 514	6,170	1,365
English camlets	„ 211	5,900	1,300
Flannels and Spanish stripes	„ 265	5,710	1,260
Blankets	pairs 248	1,060	235
Bombazettes, buntings, lastings, &c. ..	pieces 337	3,160	700
Ginseng, American and Japanese	lbs. 3,052	6,000	1,325
Birds' nests, bêche de mer, sago, lead, glass, and sundries .. ..	.. ..	7,900	1,740
B. CHINESE PRODUCE.			
Nankeens and cotton cloths	cwts. 489	24,000	5,300
Raw cotton	„ 227	4,960	1,095
Silk piece goods, ribbons, &c.	lbs. 1,657	5,000	1,100
Salt and dried fish, shell-fish, cuttle-fish, &c.	cwts. 1,723	22,000	4,860
Fruit, preserves, &c.	„ 975	7,000	1,550
Paper	„ 998	4,200	930
Tobacco, prepared	„ 59	2,700	600
Timber, &c., (chiefly poles from Foo-chow) .. ..	.. ..	2,300	510
Bricks and tiles	pieces 384,800	2,900	640
Medicinal substances, tallow, wax, wheat, vermicelli, sugar candy, garlic, peas, sam-hoo, shoes, fans, brass and iron ware, and sundries .. ..	.. ..	34,000	7,500
Total .. ..	.. ..	902,580	199,320

(Signed)

WM. GREGORY, *Vice-Consul*.

(No. 4.)—EXPORTS at the Port of Tamsuy (including Kelung) in Vessels of all Flags, which Cleared during the Year 1866. (Junks not included.)

Denomination.	Quantity.	Value.	
		Currency.	Sterling, at 4s. 5d. exchange.
		Dollars.	£
Camphor	cwts. 10,057	135,000	29,810
Sugar	" 17,705	69,500	15,350
Coal	tons 17,887	60,000	13,250
Rice	cwts. 28,262	52,000	11,480
Hemp (Boehmeria fibre, &c.) ..	" 2,074	22,000	4,860
Hemp skins (or jute ?) ..	" 463	800	180
Hemp bags, &c. ..	" ..	4,000	880
Tea	lbs. 180,824	20,000	4,420
Timber, in various forms ..	" ..	5,000	1,100
Ground-nut cakes (oil-cake) ..	cwts. 3,717	3,870	850
Indigo (liquid or pasty) ..	" 1,049	3,750	830
Pith paper (or rice paper) ..	lbs. 5,940	3,200	710
Fruit, sea-weed, and sundries ..	" ..	5,800	1,280
Total .. .. .	.. ..	384,920	85,000

Also Specie, amount unknown.

Also Re-exports, viz. :—

Denomination.	Quantity.	Value.	
		Currency.	Sterling, at 4s. 5d. exchange.
		Dollars.	£
Opium (Persian and Malwa) ..	lbs. 860	5,000	1,100
Blankets and sundries (foreign) ..	" ..	1,580	350
Sundries (Chinese)	" ..	1,300	290
Total .. .. .	.. ..	7,880	1,740

(Signed)

WM. GREGORY, *Vice-Consul*.

No. 19.

Acting Consul Cooper to Mr. Hammond.—(Received August 3.)

Sir,

Swatow, June 1, 1866.

I HAVE the honour to forward herewith my Report upon the trade of this port for the year 1866.

Returns Nos. 1 to 4 accompany the Report.

I have, &c.

(Signed)

WM. M. COOPER.

Inclosure in No. 19.

Report on the Foreign Trade at Swatow for the Year 1866.

Shipping.—ON comparison of the Tables of Shipping of 1865 and 1866, it is seen that the number of visits of British coasting steamers has somewhat increased—there having been cleared 192 in 1865, and 277 in 1866. These vessels, running regularly between Hong Kong, Foochow, and the intermediate ports, carry numerous Chinese passengers, and are also the principal carriers of opium and European imports. On their return voyage to Hong Kong treasure offers a good inducement to call at this port. There has been a noticeable decrease in other shipping, owing, in some measure, to the small demand for rice in 1866, compared with 1865, and the deficient crop of sugar. Vessels of from 200 to 350 tons and first-class risks are, however, always in demand for freight or charter.

Imports.—The whole character of the trade denotes a more prosperous year than the preceding, not so much in the difference of the total estimated values, which were, in 1865 and 1866, 2,487,982*l.* 1*s.* 6*d.* and 2,916,858*l.* 3*s.* respectively, as in the variance of several items. Except a small quantity in the commencement of the year, there has been no rice imported in 1866. In 1865 the amount imported in foreign vessels was valued at nearly half a million sterling. The year has been a comparatively dry one, and the crops of cereals have proved sufficient for the wants of the population; but the aridity prevented the full development of the sugar cane, and the yield of that crop has been less than usual. The increase in the importation of the following articles is to be remarked:—

	1865.			1866.		
	£	s.	d.	£	s.	d.
Bean-cake	399,632	14	0	649,411	14	0
Cotton	345,384	7	6	440,468	4	3
„ yarn	70,639	12	6	103,261	4	0
„ wadding	128	5	0	15,285	10	0
British cotton goods	80,638	7	6	99,863	3	9
Opium	485,696	12	3	917,357	15	3
Woollen goods	19,163	8	0	36,770	13	0

Exports.—There has been an augmentation of 168,003*l.* 12*s.* 9*d.* over last year, the estimated values being, for 1865, 991,973*l.* 1*s.*, and for 1866 1,160,076*l.* 13*s.* 9*d.* The increase is chiefly owing to the larger quantities of sundry native goods. Despite the bad sugar harvest, there has been a considerable increase in 1865, 793,286*l.* 2*s.* being the estimated value of the quantity exported; while, in 1866, it is valued at 867,783*l.* 15*s.* 3*d.*

This is due in a great measure to the extension of its cultivation here, owing to the improved demand in the north of China. The contrast of the quantity of paper exported is remarkable—the figures being, for 1865, 11,523*l.* 14*s.*, and 42,893*l.* 4*s.* 3*d.* for 1866.

Remarks.—The trade of the port, though augmenting but little the business of the foreign merchants, is steadily improving year by year. The native merchants are extending their operations, availing themselves, however, of the security offered by the various insurance companies.

The total value of the trade, exclusive of treasure, for the last five years is shown in the following Table:—

1862.	1863.	1864.	1865.	1866.
<i>£</i> 2,011,084	<i>£</i> 2,578,704	<i>£</i> 3,129,647	<i>£</i> 3,479,955	<i>£</i> 4,076,934

The amount of treasure imported in 1866 was 1,350,728 dollars; exported in 1866, 4,791,836 dollars.

(Signed)

WM. M. COOPER,
Acting Consul.

(No. 1.)—RETURN of British Shipping at the Port of Swatow in the year 1866.

Direct Trade in British Vessels from and to Great Britain and British Colonies.

[illegible]

Indirect or Carrying Trade in British Vessels from and to other Ports.

Port whence Arrived.	Entered.				Value of Cargo.	Number of Crew.	Cleared.				Value of Cargo.				
	Number of Vessels.			Tonnage.			Port whither Arrived.	Number of Vessels.				Tonnage.			
	With Cargoes.	In Ballast.	Total.					With Cargoes.	In Ballast.	Total.					
New-chwang	53	...	53	22,037	...	853	...	5	1	6	1,842	380	2,222	74	...
Tien-tsin	3	...	3	770	...	33	...	8	...	...	2,038	...	2,038	119	...
Che-foo	35	...	35	14,055	...	571	...	15	...	17	5,460	535	5,995	219	...
Shanghai	21	...	21	10,619	...	407	...	46	5	51	20,447	2,651	23,098	835	...
Poo-chow and Amoy	101	1	102	48,470	710	6,532	...	123	9	132	55,615	4,969	60,584	7,304	...
Ningpo	1	...	1	137	...	10	...	...	...	...	...	...	...	...	...
Batavia	1	...	1	316	...	13	...	...	...	...	...	...	...	...	...
Kaungoon	1	...	1	454	...	14	...	...	...	...	...	...	...	...	...
	216	1	217	96,858	710	8,433	...	201	19	220	86,279	9,342	95,624	8,634	...

Swatow, December 31, 1866.

(Signed)

WM. M. COOPER, *Acting Consul.*

(No. 2.)—RETURN of British and Foreign Shipping at the Port of Swatow, for the Year 1866.

ENTERED.							CLEARED.						
Nationality of Vessels.	With Cargoes.			In Ballast.			Total.			Invoice Value of Cargoes.			
	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.	Vessels.	Tons.	Crews.				
British—	195	88,669	...	32	11,597	...	227	100,266	...	...			
Coasting steamers.	129	53,633	...	...	805	...	132	53,834	...	...			
Other vessels...	14	3,754	...	...	...	...	14	3,754	...	...			
American	6	2,247	...	...	754	...	7	3,001	...	...			
French	54	18,559	...	...	1,368	...	58	19,927	...	...			
Hamburg	12	4,946	...	...	668	...	14	5,614	...	...			
Bremen	13	4,615	...	...	...	...	13	4,615	...	...			
Dutch	9	2,092	...	...	...	...	9	2,092	...	...			
Danish	4	1,359	...	...	...	...	4	1,359	...	...			
Hanoverian	3	665	...	...	...	...	3	665	...	...			
Norwegian	31	7,919	...	...	...	...	34	8,598	...	...			
Prussian	1	177	...	...	679	...	...	...	...	...			
Swedish	8	2,642	...	...	...	...	8	2,642	...	...			
Siamese	1	257	...	...	...	...	1	257	...	...			
Russian	480	192,060	...	45	18,871	...	525	210,931	...	...			

Swatow, December 31, 1867.

(Signed)

WM. M. COOPER, Acting Consul.

(No. 3).—RETURN of the Imports at the Port of Swatow in the Year 1866.

Names of Articles.	Foreign Weights and Measures.	From Singapore and Penang.		From Hong Kong.		From Northern Ports of China.		Quantities.		Total.	
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Value.	
Almonds	Piculs	...	Dollars.	...	Dollars.	514	13,364	544	Cwts.	Dollars.	£ s. d.
Aniseed	"	...	...	29	754	...	...	48	57	14,118	3,353 0 6
Arsenic	"	...	...	48	1,008	...	...	9	11	239 8 0	239 8 0
Bamboo ware	"	...	...	9	81	...	...	...	...	81	19 4 9
" split	"	...	...	...	...	107	856	107	128	856	203 6 0
Beancake	"	...	...	...	...	433	1,075	433	516	1,075	255 6 3
Beans and peas	"	...	...	...	...	1,292 190	2,734 365	1,292 190	1,538 238	2,734 365	649 411 13 9
Bean curds	Pieces	...	...	...	...	333 385	612 804	333 385	303 967	612 804	145 540 19 0
Bean oil	Piculs	...	...	...	...	23 730	166	23 730	...	166	11 039 0 0
Betel nut	"	508	2,540	...	...	3,320	46 480	508	...	46 480	603 5 0
Beche de Mer, black	"	85	2,550	215	6,450	3	90	803	361	9 080	2 158 17 6
Beche de Mer, white	"	469	5,159	503	5,533	...	...	972	1,157	10 692	2 539 7 0
Birds' nests	"	34	6,800	19	3,800	...	...	53	63	10 600	2 517 10 0
Brass buttons, foreign.	Gross	...	...	317	1,902	...	...	317	...	1,902	451 14 6
Brass buttons, native	Piculs	...	...	110	160	...	...	110	...	420	99 15 0
Brass foil	"	...	...	4	105	...	...	4	5	160	38 0 0
Brass ware	"	...	...	1	50	7	245	...	12	350	83 2 6
Brass wire	"	...	...	1	...	...	...	10	1	50	11 17 6
Candle, English	Pieces	...	...	...	...	11	242	...	...	242	37 9 6
Campor	Piculs	...	...	13	390	...	...	13	16	390	82 12 6
Canes	Pieces	46,300	1,389	...	...	...	...	46,300	...	1,389	329 17 9
Canvas	"	...	...	247	1,852	...	...	247	...	1,852	439 17 0
Cardamoms, interior	Piculs	8	90	54	1,630	...	...	57	68	1,710	406 2 6
Cassia	"	1	262	3	15	...	...	4	5	20	4 15 0
Charcoal	"	436	...	...	...	...	...	436	519	262	62 4 6
Chinaware, fine...	"	...	...	...	...	...	...	...	42	9	19 6 6
" coarse	"	...	...	...	...	2	28	...	3	43	9 19 6
Chintzes	Pieces	...	...	758	2,274	129	645	199	154	645	153 3 9
Cinabar	Piculs	...	...	2	60	...	...	758	...	2,274	540 1 6
Cloves	"	...	...	22	176	...	...	2	26	60	14 5 0
Chestnuts	"	...	...	...	...	9	45	22	45	176	41 16 0
Coal	"	...	...	...	...	4,914	4,763	9	11	10 13 9	10 13 9
Collars	"	...	...	151	1,812	4,763	651	4,914	5,850	6,575	1 501 11 3
Copper cash	"	...	...	963,600	964	5,429	...	5,429	...	651	154 12 3
	"	...	...	...	...	963,600	...	963,600	...	964	328 19 0

Names of Articles.	From Singapore and Penang.		From Hong Kong.		From Northern Ports of China.		Quantities.		Total.	
	Foreign Weights and Measures.		Foreign Weights and Measures.		Foreign Weights and Measures.		Foreign Weights and Measures.		Foreign Weights and Measures.	
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.	Dollars.	£ s. d.
Ground nut cake	...	Dollars.	...	Dollars.	2,753	6,331	35,006	Cwts.	41,674	19,131 12 0
Guano	82,253	74,181	...	...	...	...	228	...	80,512	216 12 0
Gypsum	...	313	16,357	49,071	...	...	16,357	19,464	49,071	11,654 7 3
Hams	...	...	10	300	2,200	3,740	2,200	2,619	3,740	888 5 0
Hartall	...	...	5	150	139	4,170	149	177	4,470	1,061 12 6
Handkerchiefs	...	...	853	13,648	...	...	5	6	150	35 12 6
Hemp	...	...	6,642	132,840	...	...	853	...	13,648	3,241 8 0
" bags	28	560	...	...	3,065	61,320	9,736	11,591	194,720	46,246 0 0
" twine	...	...	5	50	900	5,400	900	1,071	5,400	1,282 10 0
Hides, elephant...	...	...	7	84	...	...	7	6	50	11 17 6
" rhinoceros	...	...	6	78	...	...	12	8	84	19 19 0
Horns	4	52	3	235	...	...	3	14	156	37 1 0
" buffalo	...	...	2	12	...	...	25	3	925	53 8 9
Indigo, liquid	21	126	547	2,735	...	...	678	80	178	42 5 6
" seed	129	635	63	252	23	92	86	103	344	805 2 6
Ink, indian	...	...	...	...	5	500	5	6	500	118 15 0
Iron, manufactured	191	802	131	508	40	200	352	419	1,510	358 12 6
Isinglass	...	...	38	2,660	2	140	48	3	2,800	665 0 0
Lead, white	...	...	...	...	3	108	3	3	108	25 13 0
" red	...	...	2	164	...	...	2	2	164	38 19 0
Lacquered ware...	...	...	...	...	1	12	1	1	12	2 17 0
Leather	...	...	103	2,316	...	...	193	230	2,316	550 1 0
Lily flowers, dried	...	...	3,391	54,250	...	...	3,779	4,496	60,458	14,358 15 6
" roots	...	...	...	...	...	...	420	500	103	24 9 3
Liquorice	...	...	...	...	251	1,757	251	299	1,757	417 5 9
Lotus nuts	78	936	801	3,612	...	...	379	451	4,548	1,080 3 0
Linen, coarse	20	170	925	7,862	...	...	945	...	8,032	1,907 12 0
" fine	12	156	10	130	...	...	22	...	286	67 18 6
Lucraban seed	...	...	14	42	...	...	14	...	42	9 19 6
Maccaroni	79	1,106	...	...	...	...	79	94	1,106	262 13 6
Mangrove bark	3,499	3,149	...	...	...	...	3,499	4,166	7,477	1,747 17 9
Manure cake	...	...	...	...	9,187	7,349	9,187	10,987	7,349	1,745 7 9
Mat's	330	8	...	...	...	...	15,800	...	381	90 9 9
Medicine...	89	2,670	15,560	32,130	...	...	10,478	...	314,340	74,655 15 0
Melon seeds	...	...	1,071	2,228	9,318	279,540	2,805	...	18,830	4,472 2 6
Mushrooms	...	...	38	936	2,767	16,602	132	3,839	9,760	2,318 0 0
Myrrh	...	...	117	9,360	5	400	5	145	20	4 15 0

Names of Articles.	Foreign Weights and Measures.	From Singapore and Penang.		From Hong Kong.		From Northern Ports of China.		Total.		
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.		Value.
								Foreign Weights and Measures.	English Weights and Measures.	
			Dollars.		Dollars.		Dollars.		Cwts.	Dollars.
Metal—										£ s. d.
Nail rod	Piculs	3,200	12,000	1,711	6,416	...	...	4,911	5,846	18,416
Wire	35	...	...	71	355	...	...	71	85	355
Lead	35	292	2,015	785	5,416	...	...	1,087	1,294	7,431
Steel	35	42	430	38	380	...	...	80	95	800
Tin	35	1,815	45,302	1,132	28,005	...	...	2,937	3,496	73,307
Tin plates	35	...	...	8	56	...	...	8	10	17,410
Nankens	35	...	...	80	4,000	1,685	84,950	1,765	2,100	20,959
Naive woollens..	...	...	...	430	840	7,010	14,030	7,430	...	88,950
Nut galls	Piculs	2,108	29,512	66	792	...	...	66	79	14,560
Oil	35	...	...	42	588	...	...	2,130	2,568	30,100
Olive	35	...	...	3	15	...	...	5	6	25
Orange peel	35	...	...	1	6	...	...	24	30	7
Paddy	35	...	...	...	...	...	...	...	...	5
Paint, green	35	...	...	6	150	...	...	7,494	8,921	13,489
Palampores	35	...	...	...	...	...	...	225	268	3,203
Paper, 1st	35	4	32	58	464	16	128	78	93	53
"	35	...	...	...	...	...	...	3	8	148
Palma husk	35	...	...	...	...	...	...	...	...	4
Pearl barley	35	182	905	...	...	...	...	...	...	18
Pease and beans	35	417	1,000	...	...	3,681	18,405	3,863	4,599	42
Pepper, black	35	1,017	8,136	1,008	864	...	...	1,582	1,896	15
" white	35	58	812	94	1,316	...	...	1,220	1,396	331
Peppermint leaf	35	...	...	...	...	...	...	181	218	9,000
Planks, hard wood	Pieces	...	...	...	...	...	...	...	...	2,137
" soft wood	Square feet	...	...	...	...	...	...	...	...	10
Poles and spars...	Pieces	129	64	...	...	...	...	...	...	505
Pongees	Piculs	...	...	...	...	...	...	...	...	8
Prawns, dried	35	...	...	...	...	...	...	...	...	49
Pig skins...	35	...	...	...	...	...	...	...	...	17
Pitchluck	35	...	...	...	...	...	...	...	...	6
Quicksilver	35	...	...	...	...	...	...	...	...	0
Opium, Malwa	35	...	...	...	...	...	...	...	...	0
" Patna	35	...	...	...	...	...	...	...	...	0
" Benares	35	...	...	...	...	...	...	...	...	0
Raisins	35	...	...	...	...	...	...	...	...	0
Rattans	35	...	...	...	...	...	...	...	...	0
" split	35	3,308	22,848	...	...	...	...	...	...	23
	35	308	862	...	...	...	...	...	...	15
	35	...	...	...	...	...	...	...	...	8
	35	...	...	...	...	...	...	...	...	204
	35	...	...	...	...	...	...	...	...	14
	35	...	...	...	...	...	...	...	...	6

Names of Articles.	Foreign Weights and Measures.	From Singapore and Penang.		From Hong Kong.		From Northern Ports of China.		Quantities.		Value.	Total.
		Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.		
Resin	Piculs	...	Dollars.	...	Dollars.	...	Dollars.	42	Cwts.	£	\$.
Banbar...	"	...	138	...	77	...	77	7	50	32 15 6	6
Rice	"	23,995	...	104	416	...	...	24,029	8	18 5 9	9
Rose maloes	"	...	95,700	2	140	...	...	2	28,606	22,897 11 0	0
Kongee	Cakes	...	...	...	...	299,600	1,798	...	2	33 5 0	0
Sago	Piculs	437	1,311	...	...	7,577	75,770	437	...	427 0 6	6
Samshoo...	"	...	...	...	...	...	...	...	520	311 7 3	3
Sea shells	"	...	...	...	...	...	...	7,577	9,020	17,995 7 6	6
Sea weed	"	711	1,279	59	936	...	...	711	1,979	308 15 3	3
Sesamum seed	"	153	608	...	...	1,341	9,387	211	844	200 9 0	0
Sesamum seed	"	660	4,620	1,141	7,987	...	...	3,142	951	5,293 11 6	6
Sharks' fins, black	"	123	7,380	54	3,240	...	...	177	211	2,522 5 0	0
" white	"	39	2,730	1	70	...	...	40	48	665 0 0	0
Shell fish	"	5	400	337	26,960	...	...	342	407	6,498 0 0	0
Shoes	Pairs	...	...	578	578	...	...	858	...	203 15 6	6
" straw	"	...	...	...	...	1,440	144	1,440	...	34 4 0	0
Shirts, grey	"	1,086	4,669	49,932	214,493	...	...	50,988	...	52,050 19 6	6
" white	"	116	809	13,656	95,319	...	...	13,772	...	23,830 8 0	0
" spotted	"	...	...	48	319	...	...	48	...	75 15 3	3
Silk caps...	"	...	...	638	189	1,710	51	2,343	...	57 0 0	0
" Canton floss	"	...	...	8	1,200	...	...	8	...	255 0 0	0
" and cotton mixture	"	...	...	25	2,500	...	...	26	...	617 10 0	0
" raw	"	...	900	19	5,700	1	100	22	31	1,567 10 0	0
" wild	"	...	...	18	5,040	...	...	18	21	1,197 0 0	0
" piece goods	"	...	...	107	74,900	69	45,800	176	210	28,547 10 0	0
" thread	"	...	...	19	9,880	3	52	32	26	2,717 0 0	0
Sinews, cows	"	...	...	...	...	...	...	10	12	114 0 0	0
Smalts	"	...	480	...	14,400	...	...	156	186	3,705 0 0	0
Snuff, native	"	...	...	144	24	...	...	2	5	14 0 0	0
Stick lac	"	...	...	2	24	...	...	8	10	11 8 0	0
Sugar, white	"	...	45	...	...	...	...	8	...	695 8 0	0
" brown	"	691	2,764	...	...	39	164	780	869	228 0 0	0
Tallow, animal	"	11	176	...	...	49	784	60	71	5,571 15 0	0
Tea	"	...	...	...	240	774	23,220	782	981	61 10 3	3
" soap	"	...	...	...	...	144	259	144	171	259	0
Turkey red handkerchiefs	Pieces	...	89	21,964	78,198	...	...	21,989	...	76,280	0
"	"	...	...	2,065	8,074	...	...	2,065	...	18,591 10 0	0
Tobacco	Piculs	...	...	...	962	...	...	...	...	1,917 11 6	6
leaf	"	...	...	70	630	...	...	...	...	1,986 8 6	6
"	"	...	54	...	...	...	...	...	...	162 9 0	0

Names of Articles.	Foreign Weights and Measures.	From Singapore and Penang.		From Hong Kong.		From Northern Ports of China.		Quantities.		Total.	
		Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Quantities.	Value. Dollars.	Foreign Weights and Measures.	English Weights and Measures.	Value. Dollars.	£ s. d.
Tortoise shells, inferior	Piculs	16	890	...	...	...	...	16	19	890	76 0 0
Umbrellas	Pieces	19	24	...	...	...	...	186	...	872	88 7 0
Varnish	Piculs	52	986	...	...	...	...	277	...	4,986	1,184 3 6
Vegetables	Pieces	...	...	...	...	...	...	51	61	76	18 1 0
Velvets	Pieces	...	...	...	...	...	...	586	...	4,395	1,043 16 3
Vermicelli	Pieces	...	...	...	...	...	...	8,882	...	124,348	29,532 13 0
Vermilion	Pieces	...	...	...	...	...	...	18	22	576	138 16 0
Wheat	Pieces	...	...	...	...	...	...	10,385	...	41,140	9,770 15 0
White nuts	Pieces	...	...	...	...	...	...	44	52	964	63 14 0
White wax	Pieces	...	...	...	...	...	...	1,000	...	8,400	1,995 0 0
Wool	Pieces	...	...	...	...	...	...	163	194	1,680	387 2 6
Wood oil	Pieces	...	...	...	...	...	...	78	87	438	104 0 6
Wood oil, fragrant	Pieces	63	378	...	...	...	...	...	...	...	...
25 Laka	Pieces	1	3	...	...	...	...	145	...	5,800	1,377 10 0
25 Krauga	Pieces	145	5,800	...	...	...	...	1,108	...	2,216	536 6 0
25 red	Piculs	1,108	2,216	...	...	...	...	143	170	786	186 13 6
25 sandal	Pieces	38	209	...	...	...	...	1,326	...	3,712	881 12 0
25 sapan	Pieces	1,326	3,712	...	...	...	...	4	...	80	19 0 0
Wood ware	Pieces	...	...	...	...	...	...	...	...	...	...
Woolens—	Pieces	...	...	...	...	...	...	...	...	...	...
Blankets	Pieces	...	...	...	...	...	...	...	...	...	...
Bunting	Pieces	...	...	...	...	...	...	...	...	...	...
Camlets, English	Pieces	...	...	...	...	...	...	...	...	...	...
Camlets, Dutch	Pieces	...	...	...	...	...	...	...	...	...	...
25 imitation	Pieces	...	...	...	...	...	...	...	...	...	...
25 imitation	Pieces	...	...	...	...	...	...	...	...	...	...
Lastings	Pieces	...	...	...	...	...	...	...	...	...	...
Long ellis	Pieces	...	...	...	...	...	...	...	...	...	...
Spanish stripes	Pieces	...	...	...	...	...	...	...	...	...	...
Total		...	473,175	...	5,898,702	...	5,909,631	...	...	12,381,508	2,916,858 3 0

The dollar has been calculated at the exchange of 4s. 9d. Total estimated value of Imports, 2,916,858½ 3s. The picul is equal to 133½ lbs. avoirdupois. In converting piculs into cwt.s. the fractions have been omitted.

Swatow, December 31, 1866.

(Signed)

WM. M. COOPER, Acting Consul.

(No. 4.)—RETURN of Exports at the Port of Swatow in the Year 1866.

Names of Articles.	Foreign Weights and Measures.		To Singapore and Penang.		To Hong Kong.		To Northern Ports of China.		Total Quantities.		Total Value.	
	Pcils	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Quantities.	Foreign Weights and Measures.	Cwts.	Dollars.	£ s. d.
Almonds . . .	..	1	26	17	442	..	..	82	18	21	468	111 3 0
Alum . . .	..	..	..	..	..	6	204	82	98	98	204	48 9 0
Amsted . . .	..	..	..	..	..	..	126	6	7	7	136	29 18 6
Arsenic . . .	..	..	..	..	..	..	441	49	58	58	441	104 14 9
Bamboo, split . . .	..	..	..	..	..	..	..	16	19	19	40	9 10 0
Betel leaf . . .	..	6	210	..	..	..	3,138	391	473	473	3,338	792 15 6
.. nuts . . .	..	..	..	13	..	..	4,698	1,566	1,880	1,880	4,737	1,125 0 9
Beche de mer, black . . .	..	..	..	..	..	..	350	70	83	83	350	83 2 6
Brass ware . . .	..	..	..	..	..	..	90	3	4	4	90	21 7 6
.. old . . .	..	6	210	..	..	20	700	26	31	31	910	216 2 6
Buffalo horns . . .	..	9	135	..	..	..	..	9	11	11	135	39 1 8
Caudles . . .	..	..	..	..	..	254	1,524	254	302	302	1,524	861 19 0
Cauca . . .	..	34	510	..	..	..	..	34	41	41	510	131 2 6
Capoor cutchery . . .	..	..	..	..	..	14,455	433	14,455	433	433	102 16 9	102 16 9
Cardamoms, superior . . .	..	..	..	2	..	117	655	117	..	..	655	155 11 3
Cassia . . .	..	..	..	..	..	..	160	2	2	2	160	38 0 0
.. water . . .	..	..	..	171	..	..	730	144	171	171	720	171 0 0
China root . . .	..	8	14	245	..	..	..	171	204	204	855	203 1 3
China ware, fine . . .	..	10	140	..	..	..	..	945	291	291	514	123 1 6
.. coarse . . .	..	13,078	65,890	2	..	..	..	108	129	129	203	48 4 3
Coir . . .	..	..	..	..	..	..	189	10	12	12	140	33 5 0
Copper cash . . .	..	..	..	..	..	4,657	23,285	17,737	21,116	21,116	83,685	21,093 13 9
Copperas . . .	..	..	..	..	..	389	2,178	389	463	463	2,178	517 5 6
Copper, old sheathing . . .	..	..	..	..	..	..	1,916	1,916,000	..	..	1,916	456 1 0
Cotton clothing . . .	..	..	..	..	..	..	..	26	..	..	62	14 14 6
Cottons, dyed . . .	..	26	62	191	2,865	..	..	191	227	227	2,865	680 8 9
Cotton yarn . . .	..	5	150	..	..	2	140	7	8	8	290	68 17 6
Dates . . .	..	..	..	..	..	80	400	80	..	..	400	95 0 0
Deer horns, old . . .	..	..	..	..	..	..	..	6	7	7	448	106 8 0
Fans, paper . . .	..	..	..	..	..	..	..	29	35	35	159	37 15 3
Feathers, fowls' . . .	..	..	..	3	600	..	..	3	..	..	600	143 10 0
Fire crackers . . .	..	24,540	490	2,140	6,777	338,884	6,777	365,564	..	..	7,310	1,736 2 6
Firewood . . .	..	..	..	437	109	..	740	185	530	530	1,09	23 17 9
..	..	..	..	208	3,328	..	..	208	248	248	3,328	790 8 0
..	..	..	..	..	..	..	..	540	643	643	216	51 6 0

Names of Articles.	To Singapore and Penang.		To Hong Kong.		To Northern Ports of China.	Total Quantities.		Total Value.
	Quantities.	Value.	Quantities.	Value.	Quantities.	Value.	Foreign Weights and Measures.	English Weights and Measures.
Paper, first	1,317	Dollars. 10,536	232	Dollars. 1,856	6,728	Dollars. 53,324	8,277	Cwts. 9,854
" second	1,594	9,484	...	...	17,631	104,903	19,225	22,857
Paint, green	...	...	...	...	2	50	2	2
" "	...	...	...	...	...	...	1,517	1,806
Peas and beans	745	1,788	772	1,853	...	...	38,625	...
Pencils, Chinese	28,635	186	10,000	80	1,026	9,234	1,026	1,251
Pencils, black	...	...	...	...	449	325	449	...
Plums, black	...	...	...	...	...	...	37	44
Poles	37	148	...	...	13,710	27,420	14,150	16,845
Potash	440	880	...	...	430	1,240	1,011	1,204
Potato flour	391	782	...	...	210	4,620	244	291
Pottery	...	...	84	748	2,139	14,373	2,155	2,568
Prawns, dried	16	112	...	...	209	1,254	209	249
Preserves	...	...	...	...	148	1,480	148	176
Rattans	...	...	...	...	994	2,982	1,025	1,220
Rattan ware	...	...	...	...	39	128	48	57
Red rice	31	93	...	...	619	1,114	619	737
Resin	9	29	...	...	75	300	75	89
Sea shells	...	...	...	...	58	4,640	70	83
Seaweed	12	960	...	...	16,797	16,797	17,238	...
Shell fish	511	511	...	...	18	1,080	18	21
Shoes	...	...	...	...	15	1,050	15	18
Sharks' fins, black	...	...	3	1,560	...	...	8	4
" white	...	...	600	420	...	...	600	714
Silk thread	...	...	...	...	8	384	8	10
Silk clothing, old	...	...	...	...	1	100	1	10
Smalts	...	...	...	...	...	...	8	10
Snuff	...	...	...	...	...	...	14	14
Soap	...	...	...	...	...	...	11	11
Soy	...	...	...	...	...	...	12	12
Spanish stripes	...	...	12	225	373,259	2,596,247	872,259	445,504
Sugar, white	...	...	...	...	395,602	1,535,598	367,630	437,655
" brown	...	...	...	...	...	4,587	376	448
" candy	...	...	...	...	47	752	47	56
Tallow, animal	...	...	...	...	701	1,261	701	885
Taro, potatoes, &c.	...	...	...	...	4	120	27	32
Tea	23	690	...	...	6,613	171,938	6,652	7,895
Tobacco	...	...	19	494	6,613	594	66	79
" leaf	...	...	...	...	8	21	8	10
Turneric	...	2,520	...	...	...	144	148	176
Varnish	140	...	...	...	...	...	...	...

Names of Articles.	To Singapore and Penang.		To Hong Kong.		To Northern Ports of China.		Total Quantities.		Total Value.	
	Foreign Weights and Measures.	Quantities.	Value.	Quantities.	Value.	Quantities.	Foreign Weights and Measures.	English Weights and Measures.	Dollars.	£ s. d.
Vegetables, dried and salt	...	11,772	Dollars. 17,659	72	Dollars. 108	140	12,084	Cwts. 14,386	17,977	4,269 10 9
" seed.	...	...	...	868	8,680	...	868	1,083	8,680	2,061 6 9
Vinegar...	...	1,081	1,621	...	...	35	1,116	1,321	1,673	397 6 9
Vermicelli	...	12	168	...	...	...	12	14	168	39 18 0
Walnuts ..	...	...	...	5	30	...	5	6	30	7 2 6
White wax	...	...	...	11	2,200	...	11	13	2,200	522 10 0
Wood ware	...	2	40	1	20	...	3	4	60	14 5 0
			156,855	...	34,373	...	...	...	4,693,397	1,160,076 13 9

Total estimated value of exports 1,160,076l. 13s. 9d. The dollar has been calculated at the exchange of 4s. 9d. The picul is equal to 133½ lbs. avoirdupois. In converting piculs into cwts. the fractions have been omitted.

WM. M. COOPER, *Acting Consul.*

Swatow, December 31, 1866.

No. 20.

Consul Harvey to Mr. Hammond.—(Received August 13.)

Sir,

Chin-kiang, May 22, 1867.

I HAVE the honour to transmit to you, for Lord Stanley's information, the Returns of foreign trade for this port for the year 1866, with copy of my Report to Sir R. Alcock, giving cover to those Returns.

I have, &c.

(Signed) **FREDERICK HARVEY.**

Inclosure in No. 20.

Consul Harvey to Sir R. Alcock.

Sir,

Chin-kiang, May 22, 1867.

I HAVE the honour to lay before you the Returns of foreign trade for the port of Chin-kiang for the year 1866. These Returns are comprised under the following heads:—

No. 1. A Synoptical Table of the trade in foreign bottoms—Imports.

No. 2. A Synoptical Table of the trade in foreign bottoms—Exports.

No. 3. A Synoptical Table of the trade in foreign bottoms—Re-exports.

No. 4. A Comparative Return of the principal imports (not including opium) in 1864, 1865, and 1866.

No. 5. A Comparative Return of the export trade in 1865 and 1866.

No. 6. A Comparative Value Table of the import and export trade in 1865 and 1866.

No. 7. A Comparative Summary of the value of the trade at the port of Chin-kiang in 1864, 1865, and 1866.

No. 8. A Return of the British and Foreign Shipping during the year 1866.

No. 9. A Comparative Return showing the amount of opium imported in 1864, 1865, and 1866.

No. 10. A Comparative Return of the amount of duties collected in 1864, 1865, and 1866.

No. 11. A Detailed Table of the native produce imported from Chinese ports.

Owing to the peculiar position and circumstances of this port, where British steamers passing up and down the river do not report at this Consulate, Her Majesty's Consul is necessarily dependent on the Foreign Customs Authorities for the particulars required in the preparation of his yearly Consular Returns. Various causes have, this year, delayed the issue from the Shanghai press of the Customs statistics, and I have, accordingly, not been able to furnish the inclosed Returns at an earlier date. Whilst begging your indulgence for this unavoidable delay, I would add that I am indebted to Mr. Commissioner Fitz-Roy for the prompt communication of the necessary data and information, all of which he kindly placed at my disposal the moment they left the printing office at Shanghai.

The inclosed Returns require but few observations on my part, in addition to the remarks, which will be found contained in my last year's Report on the trade of Chin-kiang for 1865. That Report, in its brief

conclusions in respect to the commercial position of this port and its future prospects, is as applicable to the year 1866 as it was to 1865, with perhaps this difference (the result of more experience and of another year's trial), that Chin-kiang, as a port of foreign trade, and not viewed merely as a transit station, has diminished in importance, and its promises are not so encouraging. It is perhaps, if possible, in a less prosperous condition than when I had last to report upon its condition. Its capabilities and resources, in respect to the advancement of foreign capital and interests, have not improved, and its stagnant state is highly unsatisfactory. The hopes of a tea trade at this port which were entertained by many, and to which I referred last year, have, I regret to inform you, disappeared, after an unfortunate but praiseworthy attempt, on the part of the Chinese, to create a tea market. This signal failure will, I much fear, destroy, for the present at least, all future native efforts; and indeed the expectations held out by this tea trade of permanent improvement in the commercial prospects of Chin-kiang, may be considered to have been, if not destroyed, at all events thrown back for an indefinite period.

I have only to repeat here the caution conveyed in my last Report, that the inclosed Returns should be examined with all needful consideration of the abnormal circumstances ruling at Chin-kiang, which is more of a calling station for steamers than a regular trading station. Without such warning these Returns can only lead into error those who would judge of the actual importance of this port or of its vitality from the amount of property which is entered in the accompanying Tables. This property mostly arrives here from Shanghai *in transitu*, and is scattered all over the country to feed the inland marts. Chin-kiang itself, as a Treaty port, exercises, as I have before-stated, no influence whatever upon the increase or otherwise of this commerce, and it accordingly derives but an ephemeral and fortuitous advantage from its rapid passage through its local centre and channel.

I have, &c.

(Signed) FREDERICK HARVEY.

(No. 1.)—A SYNOPSIS RETURN of the Foreign Trade at the Port of Chinkiang during 1866. Imports.

Description of Goods.	Shanghai.		Kinkiang.		Hankow.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Taels.		Taels.		Taels.		Taels.
FOREIGN GOODS.								
Cotton Piece Goods—								
Brocades, white ..	2	9	..	..	..	..	2	9
Cambrics, Turkey red ..	255	1,125	..	..	..	..	255	1,125
Chintz ..	739	1,912	..	..	..	..	739	1,912
Cloth, Turkey red ..	325	1,132	..	..	10	38	335	1,170
Drills, Dutch ..	200	1,500	..	..	..	..	200	1,500
.. English ..	30	150	..	..	..	..	30	150
Handkerchiefs ..	102	92	..	..	..	..	102	92
Muslins ..	20	30	..	..	..	..	20	30
Shirtings, grey ..	14,384	44,236	..	..	..	..	14,384	44,236
.. dyed, plain ..	64	180	..	..	..	..	64	180
.. white ..	1,466	5,096	..	..	..	..	1,466	5,096
.. spotted ..	50	170	..	..	..	..	50	170
T-cloths ..	1,539	4,177	..	..	..	..	1,539	4,177
Velvets ..	68	952	..	..	..	..	68	952
Velveteens ..	78	1,176	..	..	..	..	78	1,176
Woolen Manufactures—								
Blankets ..	34	156	..	..	..	..	34	156
Bombazettes ..	4	30	..	..	..	..	4	30
Camlets, English ..	1,195	19,110	..	..	..	..	1,195	19,110
.. imitation ..	54	648	..	..	..	..	54	648
Cloth, broad ..	150	6,750	..	..	..	..	150	6,750
.. medium ..	130	2,348	..	..	..	..	130	2,348
Crapes, China ..	720	6,380	..	..	..	..	720	6,380
Lastings ..	108	1,544	..	..	..	..	108	1,544
.. imitation ..	50	650	..	..	..	..	50	650
Long ells ..	517	4,100	..	..	..	..	517	4,100
Spanish stripes ..	631	10,509	..	..	..	..	631	10,509

Description of Goods.		Shanghai.		Kiukiang.		Hankow.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Woollen and Cotton Mixtures...	Pieces	1,771	Taels. 11,223	..	Taels. ..	..	Taels. ..	1,771	Taels. 11,223
Bicho de mar ..	Piculs	259 2	21,009	..	..	..	..	259 2	21,009
Iron, nail rod ..	"	5,013 60	13,518	..	..	..	..	5,013 60	13,518
Opium, Malwa ..	"	4,760 0	3,028,200	3 0	1,836	4	2,488	4,767 0	3,032,524
" Patna ..	"	228 0	109,890	..	..	..	..	228 0	109,890
" Benares ..	"	42 0	20,827	..	..	..	..	42 0	20,827
" Persian ..	"	4 80	2,348	..	..	..	..	4 80	2,348
Sugars ..	"	11,885 23	64,723	..	..	..	..	11,885 23	64,723
Wood, sandal ..	"	8,331 63	33,929	..	..	..	..	8,331 63	33,929
Miscellaneous ..	"	..	29,406	..	..	..	32	..	29,438
NATIVE PRODUCE.									
Fungus ..	"	28 11	1,113	..	..	665 62	27,238	693 73	28,351
Grass cloth ..	"	98 43	8,625	770 96	73,784	207 47	15,857	1,076 86	98,366
Hemp ..	"	..	..	..	..	10,566 13	123,319	10,566 13	123,319
Medicine ..	"	142 75	2,035	..	..	760 92	11,414	903 67	13,449
Musk ..	"	0 24	1,440	..	..	1 8 $\frac{1}{2}$	9,405	1 32 $\frac{1}{2}$	10,845
Oils ..	"	16,031 25	113,316	..	..	79,869 92	839,836	95,901 17	953,152
Safflower ..	"	..	..	..	..	242 54	41,675	242 54	41,675
Sugars ..	"	60,970 2	392,916	7 50	105	38 35	173	61,015 87	393,194
Tallow, vegetable ..	"	..	..	..	..	13,837 45	168,230	13,837 45	163,230
Tobacco ..	"	128 0	3,712	3,172 30	29,705	6,523 90	160,669	9,824 20	194,088
Wax, white ..	"	4 20	1,122	..	..	253 41	55,360	257 61	56,482
Wood, poles ..	Pieces	..	..	..	..	92,136	194,034	92,136	194,034
Miscellaneous ..	"	..	71,756	..	1,922	..	82,541	..	156,219
Treasure ..	"	..	16,700	..	226,250	..	780,280	..	1,023,230
Total ..	"	..	4,061,970	..	333,602	..	2,507,589	..	6,903,161

Total value of Foreign Goods imported, 3,453,629 taels.

Total value of Native Produce imported (not including treasure), 2,426,302 taels.

British Consulate, Chin-kiang, May 15, 1867.

(Signed)

FREDERICK HARVEY, Consul.

(No. 2.)—A SYNOPTICAL RETURN of the Foreign Trade at the Port of Chinkiang during 1866. Exports.

Description of Goods.	Shanghai.		Kiukiang.		Hankow.		Total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
		Taels.		Taels.		Taels.		Taels.
Copper cash ..	70	700	4,324	43,240	130,143	301,430	34,537	345,370
Cotton, raw ..	..	..	384	5,516	591	8,589	975	14,105
Medicine ..	242	1,099	..	..	153	1,229	396	2,328
Silk, raw ..	85	5,672	..	..	..	..	12	5,672
" ribbons ..	12	..	..	..	..	..	1	306
" piece goods ..	33	..	6	3,686	353	193,987	376	206,447
Miscellaneous ..	15	8,774	..	1,124	..	6,435	..	18,633
	..	11,074	..	..	..	..	..	..
Total ..	..	27,319	..	53,566	..	511,976	..	592,861

British Consulate, Chinkiang, May 15, 1867.

(Signed)

FREDERICK HARVEY, Consul.

(No. 3.)—A SYNOPTICAL RETURN of the Foreign Trade at the Port of Chinkiang during 1866. Re-exports.

Description of Goods.		Shanghai.		Kiukiang.		Hankow.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.		Taels.		Taels.
FOREIGN GOODS.									
Brocades ..	Pieces	..	..	..	..	50	225	50	225
Dutch drills ..	"	..	..	..	..	140	910	140	910
Shirtings, spotted ..	"	..	..	..	..	50	210	50	210
Handkerchiefs, cotton ..	Dozens	..	..	..	..	86	77	86	77
Opium, Malwa ..	Piculs	..	6,930	..	..	3	2,040	14	0
" Patna ..	"	11	0	..	..	0	1,224	2	40
Pepper, white ..	"	62	62	..	..	2	..	62	62
Miscellaneous ..	"	..	1,280	..	..	..	330	..	1,610
NATIVE PRODUCE.									
Miscellaneous ..		..	17,355	..	112	..	1,022	..	18,489
Treasure ..		..	1,742,860	..	133,420	..	280,118	..	2,156,398
Total ..		..	1,769,803	..	133,532	..	286,156	..	2,189,491

British Consulate, Chinkiang, May 15, 1867.

(Signed)

FREDERICK HARVEY, Consul.

(No. 4.)—COMPARATIVE RETURN of the Principal Imports at Chinkiang (not including Opium) during the Years 1864, 1865, and 1866.

Description.		1864.	1865.	1866.
Foreign cotton and woollen piece goods	Pieces ..	3,042	21,294	24,560
Hemp	Piculs ..	8,641 41	9,636 58	10,566 13
Oils .. ..	.. ..	27,486 66	76,463 76	95,901 17
Sandalwood .. ..	.. ..	2,405 0	7,291 83	8,331 63
Sugars, foreign .. ..	.. ..	2,536 23	11,171 61	11,885 23
„ native .. ..	.. ..	5,774 45	33,834 57	61,015 87
Tallow, vegetable .. ..	.. ..	10,043 87	19,446 39	13,837 45
Tobacco .. ..	.. ..	9,888 21	13,498 59	9,824 20

(Signed) **FREDERICK HARVEY, Consul.**
British Consulate, Chinkiang, May 15, 1867.

(No. 5.)—COMPARATIVE RETURN of the Export Trade at the Port of Chinkiang during the Years 1865 and 1866.

Description of Goods.		1865.		1866.	
		Quantity.	Value.	Quantity.	Value.
			Taels.		Taels.
Copper cash, ..	Piculs ..	70,671 0	777,381	34,537 0	345,370
Cotton, raw ..	.. ..	499 58	6,994	975 64	14,105
Medicine ..	.. ..	308 88	3,706	396 27	2,328
Rice ..	.. ..	2,758 0	6,068	..	..
Silk, raw ..	.. ..	5 2	2,510	12 33	5,672
„ ribbons ..	.. ..	..	..	1 20	306
„ piece goods ..	.. ..	245 43	134,988	376 30	206,447
Miscellaneous ..	.. ..	..	20,500	..	18,633
Total ..	.. ..	..	952,147	..	592,861

(Signed) **FREDERICK HARVEY, Consul.**
British Consulate, Chinkiang, May 15, 1867.

(No. 6.)—COMPARATIVE VALUE TABLE of Import and Export Trade, for the Years 1865 and 1866; separating Copper Cash from the rest of the Native Exports, and Opium from the General Imports of Foreign Goods.

	Year 1865.		Year 1866.		Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.		
Imports—Native Produce—						
General Imports, native produce	..	..	2,426,302*	..	Taels.	Taels.
Treasure ..	..	4,588,021	1,023,230	3,449,532	..	616,427*
					..	1,138,489
Exports—Native Produce—						
General Exports, native produce	..	..	247,491	..	72,725	..
Copper cash ..	..	952,147	345,370	592,861	..	432,011
Imports—Foreign Goods—						
General Imports, foreign goods	..	..	288,040	..	4,514	..
Opium ..	..	3,324,752	3,165,589	3,453,629	124,363	..

* NOTE.—General Imports, Native Produce.—The decrease noticed is entirely owing to the total cessation of the Raft trade previously carried on under foreign flags. The same quantities doubtless still pass this port, but under the jurisdiction of native barriers.

(No. 7.)—COMPARATIVE SUMMARY of the Value of the Trade at the Port of Chinkiang during the Years 1864, 1865, and 1866.

				1864.	1865.	1866.
				Taels.	Taels.	Taels.
Imports	..	..	..	5,078,534	7,914,773	6,903,161
Exports	..	..	..	1,208,940	952,147	592,861
				6,287,474	8,866,920	7,496,022
Less Re-exports	..	..	..	1,011,435	2,026,057	2,189,491
				5,276,039	6,840,863	5,306,531

In 1864 no account of Treasure is obtainable before June 15th.

The decrease in 1866 is mainly owing to the cessation of the Raft trade, and the falling off in the export of copper cash.

(Signed) **FREDERICK HARVEY**, *Consul.*
British Consulate, Chinkiang, May 15, 1867.

(No. 8.)—RETURN of British and Foreign Shipping at the Port of Chinkiang, during the Year 1866.

Nationality of Vessels.				Entered.		Cleared.	
				No.	Tons.	No.	Tons.
British river steamers	..	..	..	151	152,883	151	152,883
Ditto, lorchas, &c. ..	..	..	..	77	26,846	62	25,972
American river steamers	..	..	..	306	196,978	306	196,978
Ditto lorchas	..	..	..	10	1,361	10	1,423
French ditto	..	..	..	2	160	2	160
Danish ditto	..	..	..	10	274	8	194
Prussian ditto	..	..	..	5	535	5	535
Total	..	..	..	561	378,037	544	377,145

(Signed) **FREDERICK HARVEY**, *Consul.*
British Consulate, Chinkiang, May 15, 1867.

(No. 9.)—COMPARATIVE RETURN showing the Amount of Opium imported at Chinkiang in 1864, 1865, and 1866.

	Malwa.		Patna.		Benares.		Persian.		Total.	
	Quantity.		Value.		Quantity.		Value.		Quantity.	
	Piculs c.	Taels.	Piculs c.	Taels.	Piculs c.	Taels.	Piculs c.	Taels.	Piculs c.	Taels.
Year 1864 ..	1,713 7	942,188	3 60	1,512	..	..	..	..	1,716 67	943,700
Year 1865 ..	4,536 50	2,861,674	331 20	160,212	40 80	18,360	2 0	980	4,910 50	3,041,226
Year 1866 ..	4,767 0	3,032,524	228 0	109,890	42 0	20,827	4 80	2,348	5,041 80	3,163,589

British Consulate, Chinkiang, May 15, 1867.

(Signed)

FREDERICK HARVEY, *Consul.*

(No. 10.)—COMPARATIVE RETURN showing the Amount of Duties paid under each Flag at Chinkiang, in 1864, 1865, and 1866.

Year.	British.		American.		Sundry.		Total in Haikwan Taels.	
	Taels m.	c. c.	Taels m.	c. c.	Taels m.	c. c.	Taels m.	c. c.
1864 ..	16,571	7 8 7	13,481	8 3 4	295	5 3 3	30,349	1 5 4
1865 ..	7,101	9 2 4	13,458	9 9 6	335	5 3 6	20,896	4 5 6
1866 ..	6,980	9 5 3	8,330	8 0 5	522	7 4 8	15,834	5 0 6

British Consulate, Chinkiang, May 15, 1867.

(Signed)

FREDERICK HARVEY, *Consul.*

Description of Goods.	Classifier of Quantity.	Shanghai.		Kiang.		Hankow, by Steamers.		Hankow, by Junks and Rafts.		Total.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Fans, palm-leaf, untrimmed.	Pieces	95,600	Taels. 956	..	Taels. ..	..	Taels. ..	95,600	Taels. 956	
Fire crackers	Piculs	..	..	4 64	51	58 32	642	20 0	82 96	913
Fish, cuttle	"	..	157	..	..	0 10	2	..	8 21	159
" oil	"	2 52	25	..	..	..	..	..	2 52	25
" roe	"	1 30	39	..	..	..	..	..	1 30	39
" salt	"	36 10	144	..	..	0 20	2	..	36 30	146
" shell	"	3 71	182	..	..	..	..	..	3 71	182
Flowers, dried	"	1 90	10	..	..	..	..	..	1 90	10
Fruits, dried	"	..	..	..	..	61 94	929	..	61 94	929
Fungus	"	28 11	1,113	..	..	665 62	27,238	..	693 73	28,351
Hams	"	3 80	46	..	..	..	..	..	3 80	46
Hemp	"	..	..	..	..	10,566 13	123,319	..	10,566 13	123,319
Honey	"	49 91	1,227	..	..	9	145	..	58 91	1,372
Gall nuts	"	..	..	..	..	134 91	1,111	..	134 91	1,111
Glass ware	"	..	..	..	..	..	..	..	0 45	14
Glue	"	62 78	567	..	..	..	..	..	62 78	567
Grapes, dried	"	25 6	518	..	..	..	..	..	25 6	518
Grass cloth, fine	"	11 83	2,129	137 10	23,424	2 43	479	..	151 36	26,032
" coarse	"	86 60	6,496	633 86	50,360	205 4	15,378	..	925 50	72,234
Gypsum	"	..	..	..	..	..	..	88 0	88 0	53
Indigo, dried	"	1 2	24	..	..	..	..	..	1 2	24
Iron, manufactured	"	..	..	..	..	600 0	1,800	..	600 0	1,800
" unmanufactured	"	..	..	..	..	1,800 0	5,700	..	1,800 0	5,700
" ware	"	..	..	2 85	23	99 46	995	1 62	103 93	1,037
" wire	"	3 90	39	..	..	..	..	..	3 90	39
Kittysols	Pieces	..	..	..	..	25,940	3,710	303 0	26,243	3,755
Lamps	"	154	92	..	..	..	..	..	154	92
Lanterns	"	12 90	18	..	..	..	..	..	12	18
Lead, red	Piculs	12 90	104	..	..	1 80	11	..	14 70	115
" white	"	31 59	197	..	..	..	..	..	31 99	791

Description of Goods.	Classifier of Quantity.	Shanghai.		Kiukiang.		Hankow, by Steamers.		Hankow, by Junks and Rafes.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Lead, yellow	Piculs	42 78	Taels. 1,014	..	Taels. ..	0 75	Taels. 17	..	Taels. ..	43 53	Taels. 1,031
Leather ..	"	..	..	..	..	14 0	121	..	..	14 0	121
" boots	Pairs	..	..	..	..	..	..	13	16	13	16
" ware	Piculs	0 25	.. 13	..	..	..	..	..	..	0 25	13
Liches, dried	"	114 26	1,665	..	..	..	..	..	..	114 26	1,665
Lily flowers, dried.	"	..	..	..	..	77 0	.. 560	..	..	77 0	560
Lotus nuts	"	167 16	3,113	1 21	..	518 5	9,615	..	..	686 42	12,751
Lungans, dried	"	612 13	10,243	..	..	..	..	..	..	612 13	10,243
" pulp	"	16 24	324	..	..	..	..	..	..	16 24	324
Mats, rattan	Pieces	18	18	..	..	..	..	..	..	18	18
" coir	"	2	1	..	..	173	.. 85	..	..	175	86
Medicine	Piculs	142 75	2,035	..	..	760 92	11,414	..	..	903 67	13,449
Melon seeds	"	52 10	300	..	..	..	..	..	..	52 10	300
Mushrooms	"	10 62	550	..	..	..	..	..	..	10 62	550
Musk ..	"	0 24	1,440	..	..	1 8 $\frac{1}{2}$	9,405	..	..	1 32 $\frac{1}{2}$	10,845
Mussels, dried	"	153 72	2,906	..	..	..	..	..	..	153 72	2,906
Nankeens	"	7 16	334	..	..	92 95	4,500	..	..	100 11	4,834
Oakum ..	"	..	..	..	..	..	..	3 0	21	3 0	21
Oil, castor	"	8 10	150	..	..	..	..	..	..	8 10	150
" pea ..	"	15,768 63	110,799	..	..	..	..	..	..	15,768 63	110,799
" tea ..	"	199 32	1,794	..	..	108 0	939	..	..	307 32	2,733
" wood	"	55 20	573	..	..	79,657 95	837,090	103 97	1,804	79,817 12	839,470
Opium trays	Pieces	40	12	..	..	..	..	..	..	40	12
Oranges, fresh	Piculs	227 80	2,117	..	..	..	..	..	..	227 80	2,117
" peel	"	9 72	175	..	..	..	..	..	..	9 72	175
" preserved and dried.	"	163 40	2,434	..	..	..	..	..	..	163 40	2,434
Ore, refuse	"	5 95	60	..	..	..	..	..	..	5 95	60
Oyster shell	"	4 50	18	..	..	..	..	..	..	4 50	18
Paper, 1st quality	"	221 25	3,752	7 31	..	150 8	2,077	..	..	378 64	5,945
" 2nd quality	"	160 71	961	..	..	1,062 16	6,541	..	..	1,222 87	7,505

Description of Goods.	Classifier of Quantity.	Shanghai.		Kiukiang.		Hankow, by Steamers.		Hankow, by Junks and Rafts.		Total.
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
Paper, oil ed	Piculs	9 81	170	..	Taels.	104 94	1,408	..	Taels.	1,578
Persimmons	"	208 64	908	..	..	..	..	..	..	908
Pickles ..	"	1 68	8	..	..	..	..	..	..	8
Pine seeds	"	8 7	28	..	..	..	..	..	..	28
Potash ..	"	26	143	..	..	..	..	..	..	205
Plums, black	"	..	..	..	..	11 30	62	..	..	403
Potatoe flour	"	..	..	..	..	46 90	403	..	..	403
Preserves	"	9 40	47	..	..	..	..	..	..	47
Rattans, split	"	22 44	409	..	..	..	..	..	..	409
" ware	"	4 10	44	..	..	..	..	..	..	44
Rhubarb	"	0 50	12	..	..	..	..	..	..	122
Rice, red	"	..	..	..	..	4 56	110	..	..	115
Rosin ..	"	7 20	115	..	..	36 25	909	..	..	909
Rouge ..	"	12 60	132	..	..	..	..	..	..	728
Safflower	"	2 50	300	..	..	148 15	596	..	..	300
Scales ..	"	..	..	..	..	..	..	..	..	41,675
Sea blubber	Sets	48	168	..	..	242 54	41,675	..	..	168
" weed	Piculs	76 43	534	..	..	..	..	..	..	534
"	"	9 97	56	..	..	..	..	..	..	56
Shoes, cloth	Pairs	40	36	..	..	..	..	..	..	36
" satin	"	210	315	..	..	..	..	..	..	315
Silk piece goods	Piculs	1 14	683	..	..	0 18	49	..	..	732
" Szechuen	"	2 55	714	..	..	45 49	9,244	..	..	9,958
Soap ..	"	1,129 43	10,091	..	..	..	..	..	..	1,129 43
Soot ..	"	..	..	..	..	83 21	870	..	..	870
Soy ..	"	0 56	2	..	..	..	..	..	..	2
Stickle ..	"	0 70	8	..	..	..	..	..	..	8
Stockings, cotton	Pairs	620	161	..	..	..	..	..	..	161
Sugar, brown	Piculs	31,328 27	141,594	..	..	38 35	173	..	..	141,767
" white	"	28,684 79	237,721	..	..	..	..	..	..	237,721
" candy	"	956 96	13,601	7 50	105	..	..	..	..	13,706

Description of Goods.	Classifier of Quantity.	Shanghai.		Kinkiang.		Hankow, by Steamers.		Hankow, by Junks and Rafts.		Total.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Sweetmeats ..	Piculs ..	177 71	Taels. 2,338	..	Taels. ..	..	Taels. ..	..	Taels. 177 71	2,338	Taels. 2,338
Tallow, animal ..	" ..	15 50	132	..	..	..	..	..	15 50	132	132
" vegetable ..	" ..	..	..	..	..	13,745 45	162,126	92 0	1,104	13,837 45	163,230
Tinfoil ..	" ..	7 74	271	..	..	..	..	..	7 74	271	271
Tin ware ..	" ..	..	..	..	..	1 0	20	..	1 0	20	20
Tobacco, leaf ..	" ..	..	..	3,159 21	29,427	1,148 42	13,066	..	4,307 63	42,493	42,493
" prepared ..	" ..	128 0	3,712	12 63	276	5,375 48	147,603	..	5,516 11	151,591	151,591
" stems ..	" ..	..	..	0 46	4	..	..	..	0 46	4	4
Varnish ..	" ..	9 60	517	..	..	286 35	15,556	..	295 95	16,073	16,073
Vegetable, salted ..	" ..	7 24	113	..	..	..	..	..	7 24	113	113
Vermilion ..	" ..	44 60	2,453	..	..	5 30	276	..	49 90	2,729	2,729
Vinegar ..	" ..	0 48	2	..	..	..	..	..	0 48	2	2
Walnuts ..	" ..	72 48	499	..	..	156 88	1,185	..	229 36	1,684	1,684
" unshelled ..	" ..	..	..	..	..	50 80	208	..	50 80	208	208
Wax, white ..	" ..	4 20	1,122	..	..	253 41	55,360	..	257 61	56,482	56,482
" yellow ..	" ..	7 42	159	..	..	..	..	..	7 42	159	159
Wood, boxes ..	Pieces ..	..	..	..	..	..	..	..	404	283	283
" coffin ..	" ..	..	..	31	46	..	..	..	1,881	2,203	2,203
" planks ..	Sq. feet ..	..	..	..	..	..	..	..	1,912	827	827
" poles ..	Pieces ..	..	..	..	..	120	360	..	41,390	194,034	194,034
" ware ..	Piculs ..	..	..	..	..	12 84	99	..	92,136	99	99
Total ..	..	..	596,035	..	105,516	..	1,521,883	..	202,868	2,426,302	2,426,302
Treasure ..	..	..	16,700	..	226,250	..	780,280	..	..	1,023,230	1,023,230
Grand Total ..	..	..	612,735	..	331,766	..	2,302,163	..	..	3,449,532	3,449,532

No. 21.

Acting Consul Hughes to Mr. Hammond.—(Received August 19.)

Sir,

Kew-keang, June 10, 1867.

I HAVE the honour to inclose my Report upon the trade of this port for 866.

It is only within the past few days that I have received the Customs Returns for 1866, which circumstance will account for the delay in the transmission of this Report.

I have, &c.

(Signed)

T. J. HUGHES.

Inclosure in No. 21.

Report on the Trade of Kew-keang, for the Year 1866.

Shipping and Navigation.—The following is a Return of the British and Foreign Shipping which visited this port in 1866.

	Entered Inwards.				Cleared Outwards.			
	With Cargo.		Ballast.		With Cargo.		Ballast.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British—								
River steamers	117	120,326	36	34,803	95	96,881	58	58,248
Other vessels	6	2,032	3	3,009	4	3,793	5	1,248
American—								
River steamers	211	140,157	96	56,977	185	120,678	120	75,597
Other vessels	4	360	..	..	..	..	4	360
Sundry—								
Danish lorchas	3	66	..	..	..	..	3	66
French junks	..	..	3	145	3	145	..	..
Total	341	262,941	188	94,334	287	221,497	190	135,519
			479	357,875			477	357,016

Trade and Commerce.

Exports.—The following is a Table of the amount and value of the principal exports during 1866:—

					Value.	
					Taels.	m.
Chinaware, coarse	Piculs	13,277	12		39,831	2
„ fine	„	4,873	3		42,857	1
Paper, 1st quality	„	8,859	26		70,874	0
„ 2nd „	„	45,958	64		160,855	2
Hemp	„	15,437	92		154,379	2
Grass cloth	„	3,176	60		91,435	5
Vegetable tallow	„	2,837	43		26,955	5
Tobacco, prepared	„	49	29		717	8
„ leaf and dust	„	7,965	81		39,587	9
Tea	„	177,541	48		5,448,344	4
Treasure	„	„	„		83,800	0
Sundries	„	„	„		30,145	7
Total	„	„	„		6,189,783	5

Equal, at 6s. 7d. per tael, to 2,037,470*l.* 8s.

Tea is almost the only article of export in which foreigners are directly interested. In 1866 the quantity of green tea shipped from Kewkeang was much less than in 1865, but of black tea there was a larger export than in any previous year. The black teas, with which this market is supplied, are chiefly grown within this province (Kiangse), while all the green teas come from the adjoining Province of Ganhwuy. The green teas were formerly sent exclusively to Ningpo and Shanghai, and, now that the intervening country is free from rebels, they have, in great measure, resumed their old channels; but the Moyune teas, which are considered of superior quality, are always likely to be brought here, in consequence of the facility of communication between the districts in which they are produced and Kewkeang. It would seem, therefore, that the trade in black tea at this port is increasing in extent, while that in green will always be important.

Subjoined is a Comparative Table of the export of tea during the past four years:—

	1863.	1864.	1865.	1866.
	Lbs.	Lbs.	Lbs.	Lbs.
Black	9,818,608	10,294,555	8,961,556	12,476,400
Green	15,724,115	7,609,605	18,140,790	10,549,066
Leaf	885,235	352,548	152,788	131,333
Totals	26,427,958	18,256,708	27,255,134	23,156,799

In this Table the export of tea dust, which, in 1866, amounted to 823,333 lbs., is not included.

There has been a falling off in the exportation of most other commodities, as compared with that of last year, with exception of paper, which has increased.

Imports.—The importation of piece goods, sugar, and lead, has increased during the past year. In opium there has been a slight falling off, but, on the whole, there is a gratifying increase in the import trade, which exceeds in value that of any previous year.

The following is a List of the principal imports during 1866:—

						Value.	
						Taels	m.
Seaweed	Piculs	34,048	138,489	1			
Sugar	"	73,322	414,192	3			
Copper cash	"	6,932	76,257	5			
Opium	"	2,446	1,561,813	6			
Salt and cuttle fish	"	9,920	113,093	2			
Tin slabs	"	2,508	45,150	8			
Lead	"	11,838	71,031	8			
Pepper	"	8,230	49,505	9			
Sandal and sapan wood	"	4,731	35,616	7			
Cotton raw	"	20,078	301,176	5			
Silk piece-goods	"	281	225,120	0			
Nankeens	"	381	26,691	7			
Shirtings, figured and white	Pieces	7,575	21,016	4			
" grey	"	89,140	218,393	0			
Spanish stripes	"	7,414	118,624	0			
T-cloths	"	19,705	43,536	2			
Brocades	"	2,905	12,500	0			
Camlets	"	5,816	35,326	0			
Chintz	"	3,829	10,554	4			
Lastings	"	2,477	29,175	0			
Long ells	"	16,043	112,301	0			
Lustres	"	4,620	26,542	0			
Coals	Tons	416	6,240	0			
Treasure	"	..	1,183,276	0			
Sun-dries	"	..	260,470	3			
Total	..	..	5,135,894	4			

Equal, at 6s. 7d. per tael, to 1,690,565*l.* 4s. 10*d.*

The following is a Comparative Table showing the value of the trade in the past four years:—

		Exports.		Imports.	
		Total Value of Exports, exclusive of Treasure.	Treasure.	Total Value of Imports, exclusive of Treasure.	Treasure.
		£	£	£	£
1863	..	2,441,063	..	1,061,788	..
1864	..	1,333,053	77,220	1,044,218	272,992
1865	..	2,291,413	441,845	1,161,635	731,093
1866	..	2,009,606	27,864	1,301,070	389,495

The value of the tael has been estimated at 6s. 7*d.*, which is the average rate of exchange in bills at six months' sight during 1866.

(Signed) T. J. HUGHES, *Acting Consul.*

British Consulate, Kew-keang,

June 10, 1867.

REPORTS
FROM THE
FOREIGN COMMISSIONERS
AT
THE VARIOUS PORTS
IN
CHINA,
FOR
THE YEAR 1865.

*Presented to both Houses of Parliament by Command of Her Majesty.
April 1867.*

LONDON:
PRINTED BY HARRISON AND SONS.
1867.

Reports from the Foreign Commissioners at the various Ports in China for the Year 1865.

Extract from the Inspector-General's Despatch No. 133, to the Tsung-le Yamên.

WHEN first appointed in 1861 to officiate conjointly with Mr. Fitz Roy as Inspector-General, only three offices of Customs had been placed under the supervision of Commissioners. Since that time Commissioners have been appointed to all the Treaty Ports, with the exception of Keung-chow and Nanking, and, in connection with the Inspectorate, there are now fourteen establishments, in each of which the transaction of business becomes easier daily.

As Commissioners and Clerks, some 90 individuals are now in the service, and as Tide Surveyors and Tide-waiters, about 300. Among these are to be found Englishmen, Frenchmen, Americans, Germans, Danes, Belgians, Spaniards, and Portuguese, and, in the appointments that are made, it is to the character of the man, and his qualifications for the post, rather than to his nationality, that attention is paid. There are also nearly 1,000 Chinese employed in various capacities, as linguists, accountants, copyists, examiners, watchers, and boatmen. Of the foreigners, there are some fifty who are more or less acquainted with Chinese, both written and spoken; and amongst the Chinese, there are more than fifty who have a fair knowledge of English.

In 1861 I presented to the Yamên a Memorandum, subsequently embodied in a Memorial to the Throne, in which were given, in round numbers, estimates of the amounts likely to be collected at the several ports, as revenue on foreign trade. In accordance with the instructions thereon issued, Quarterly Reports have since then been regularly forwarded to the Yamên and the Board of Revenue.

I now inclose, for the information of the Yamên, Comparative Tables, so drawn up as to exhibit the amounts that have been collected, and the fluctuations in the revenue, during the five years that have gone by. These Tables comprise the Quarters 1 to 19, *i.e.*, the periods commencing on the 1st October, 1860, and ending the 30th June, 1865.

As regards Import duties, it was during the second year (ending 30th June, 1862) that the largest collection took place. Exclusive of duties on opium, the amount collected during that year was about 2,000,000 taels. During the fifth year (ending the 30th June, 1865), the collection was only 880,000 taels.

Amongst the causes to which so very perceptible a falling off is to be attributed, attention is to be directed to the American troubles, which, by withdrawing from British manufacturers the usual supply of cotton, have, in consequence, exercised a prejudicial influence on the revenues

of China. These troubles are, however, now over, and China herself gains in tranquillity every day. An increase in the import duties may according be confidently expected. Shanghae has always been the largest collector.

As regards opium, the revenue accruing therefrom has increased yearly. The collection for the fifth year amounted to almost 1,700,000 taels. In the event of the suggestions that have been made in respect of ———, being acted upon, the opium revenue will probably exceed 2,000,000 taels a-year. Shanghae is the largest collector.

As regards export duties, the largest collection occurred during the fourth year (ending 30th June, 1864), when the amount collected was 4,550,000 taels. During the fifth year the collection was 4,420,000 taels. The annual collections for the future are more likely to exceed than to fall short of these sums. Foo-chow and Han-kow have been the largest collectors.

As regards tonnage dues, the fourth year yielded the largest amount. During it the collection was 301,000 taels. During the fifth year the amount collected was 284,000 taels. The annual collections was not likely to fall short of these sums in future. Shanghae is the largest collector.

The coast trade duty has increased yearly. During the fifth year the collection amounted to about 500,000 taels, and in future it may be expected to continue to increase. Shanghae is the largest collector.

As regards revenue accruing on native craft coming under the supervision of the Commissioners, I need merely say that, during the fifth year, the collection was only 22,000 taels. Should, however, the revenue to be collected from ships of foreign build, owned by native merchants, come to be reported under this heading, a very marked increase may be looked for annually.

If the largest collections that have taken place under each heading, during any of the five years referred to, were placed together, and regarded as representing the amount at which the annual revenue accruing from foreign trade may be estimated, the result would give a total of more than 9,000,000 taels per annum.

The import duties, opium included, during the period in question, amounted to about 12,000,000 taels, and the export duties to about 18,000,000 taels. These amounts may be looked upon as representing 5 per cent. of the value of the merchandize imported and exported. The imports, therefore, may be said to have been of the value of 240,000,000 taels (80,000,000*l.*), and the exports of the value of 360,000,000 taels (120,000,000*l.*)

The balance of trade has thus been in favour of China, her exports having exceeded her imports in value by about 120,000,000 taels (40,000,000*l.*) The revenue of all kinds accruing to the Chinese Government on foreign trade at the Treaty ports has, for the same period, amounted in all to about 32,650,000 taels.

Foreign merchants come to China to trade because it pays them to do so. The figures just given will make it patent to any one that the Chinese—merchants, people, and Government—are not without their share in the advantages springing from commercial intercourse.

(Signed) ROBERT HART,

Inspector-General of Customs.

Peking, January 24, 1866.

OCTOBER 1, 1860, to JUNE 30, 1865.

STATEMENT 1.—Showing the Revenue Collected, under each Heading, at each Port, during each Year.

FIRST YEAR. October 1, 1860—1st, 2nd, and 3rd Quarters—to June 30, 1861. (Hien-fung, 10th Year, 8th Moon, 27th Day, to 11th Year, 5th Moon, 23rd Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.		Taels. m. c. c.	Taels. m. c. c.
Shanghai	335,504 7 1 1	211,649 5 5 0	557,037 9 6 0	52,062 0 5 2	..	13,871 8 7 8	1,170,126 1 5 1
Canton	285,813 2 6 3	Included in import	720,116 1 4 3	38,790 9 0 2	..	28,182 5 0 5	1,072,902 8 1 3
Swatow	55,553 5 4 4	"	68,802 1 4 8	5,003 4 9 8	..	14,111 1 7 2	143,470 3 6 2
Ningpo	24,967 4 8 4	"	112,908 6 2 5	1,146 3 0 0	..	6,241 7 9 9	145,264 2 0 8
Total ..	701,839 0 0 2	211,649 5 5 0	1,458,864 8 7 6	97,002 7 5 2	..	62,407 3 5 4	2,531,763 5 3 4

N.B.—Shanghai office established, 1854; Canton Office, October 1859; Swatow Office, January 1860; Ningpo Office, May 1861.

SECOND YEAR. July 1, 1861—4th, 5th, 6th, and 7th Quarters—to June 30, 1862. (Hien-fung, 11th Year, 5th Moon, 24th Day, to Tung-che, 1st Year, 6th Moon, 4th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.	Taels. m. c. c.
Shanghai	1,563,089 8 8 1	593,773 7 6 8	856,787 5 6 8	85,907 2 5 9	183,132 1 8 2	13,553 1 3 2	3,296,243 7 9 0
Canton	184,633 6 9 6	91,578 4 3 1	797,870 7 2 6	31,426 9 0 0	13,330 1 0 2	33,862 7 0 3	1,152,702 5 5 8
Swatow	121,819 2 4 1	Included in import	81,019 6 5 8	7,121 6 0 0	13,122 3 0 1	Not reported	223,082 8 0 0
Ningpo	32,075 1 2 6	Ditto	204,929 9 1 5	5,147 6 0 0	2,334 5 6 8	19,375 3 1 1	263,862 5 2 0
Chin-kiang	15,785 3 0 6	"	1,556 5 3 0	..	1,155 2 1 7	..	18,497 0 5 3
Tien-tsin	127,955 5 7 2	Included in import	19,166 9 0 5	5,426 6 0 0	11,658 5 0 6	..	164,207 5 8 3
Foo-chow	258,992 9 5 1	Ditto	1,139,908 8 4 6	14,309 2 0 0	34,254 0 1 7	..	1,447,465 0 1 4
Amoy	43,055 2 5 9	Ditto	17,802 4 3 3	3,737 3 0 0	5,261 1 1 6	..	69,856 1 0 8
Total ..	2,347,407 0 3 2	685,352 1 9 9	3,119,042 5 8 1	153,076 4 5 9	264,248 0 0 9	66,791 1 4 6	6,635,917 4 2 6

N.B.—Chin-kiang Office established, April 1861; Tien-tsin Office, May 1861; Foo-chow Office, July 1861; Amoy Office, April 1862.

THIRD YEAR. July 1, 1862—8th, 9th, 10th, and 11th Quarters—to June 30, 1863. (Tung-che, 1st Year, 6th Moon, 5th Day, to 2nd Year, 5th Moon, 15th Day.

Port.	Import.		Opium.		Export.		Tonnage.		Coast Trade.		Native.		Total.	
	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.
Shanghai	1,319,734	1 4 0	718,912	8 0 8	967,241	8 6 9	164,638	2 9 4	123,139	4 5 9*	4,052	9 8 4	3,297,719	5 5 4
Canton	136,041	1 6 5	151,848	5 4 0	815,303	3 7 9	25,989	2 0 0	26,245	3 6 5	34,996	0 7 4	1,189,523	7 2 3
Swatow	23,885	6 6 0	123,195	6 0 0	136,836	3 7 0	10,434	8 0 0	28,580	2 9 2	Not reported		322,932	7 2 2
Ningpo	35,450	3 4 9	8,233	2 0 0	123,439	3 1 4	13,539	4 0 0	30,503	9 9 7	2,442	7 5 2	215,611	0 1 2
Chin-kiang	5,942	4 4 7	390	0 0 0	1,595	4 2 4	3,658	5 5 9	26,035	8 3 9	..		37,622	2 6 9
Tien-tsin	18,736	3 1 0	41,778	0 5 7	16,374	6 3 6	1,063	8 0 0	26,014	2 0 1	..		103,967	0 0 4
Foo-chow	49,939	4 5 7	215,668	0 3 4	1,340,105	2 7 5	17,361	4 0 0	37,014	2 3 3	..		1,660,088	3 9 9
Amoy.	66,548	5 8 0	88,661	1 6 3	219,613	2 5 9	18,979	8 0 0	20,724	3 8 7	..		414,527	1 8 9
Kiu-kiang	160	2 3 3	..		229,762	4 5 7	266	2 0 0	21,625	4 9 5*	..		251,814	3 8 5
Hankow	1,858	4 6 0	1,270	8 0 0	295,246	6 1 4	3,166	5 6 1	30,730	5 6 3*	..		332,272	9 9 8
Che-foo	6,504	1 2 8	4,524	7 2 0	14,726	5 2 0	1,594	7 0 0	6,037	6 3 2	..		33,387	7 0 0
Total	1,664,800	9 2 9	1,354,482	9 2 2	4,162,245	1 1 7	260,682	7 1 4	376,653	4 6 3	40,591	8 1 0	7,859,466	9 5 5

N.B.—Kiu-kiang Office established January 1862, commenced to collect duties January 1863; Hankow Office, January 1862; commenced to collect duties January 1863; Che-foo Office, March 1862.

* Nett estimate after recovery of deposits, i. e.—Shanghai, 150,000 taels; Hiu-kiang, 90,000 taels; Hankow, 30,000 taels.

FOURTH YEAR. July 1, 1863—12th, 13th, 14th, and 15th Quarters—to June 30, 1864. (Tung-che, 2nd Year, 5th Moon, 16th Day, to 3rd Year, 5th Moon, 27th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai	481,548 5 9 3	743,216 9 0 1	585,249 8 9 9	170,167 9 5 0	128,713 2 7 9	11,048 0 5 4	2,119,944 6 7 6
Canton	125,961 7 0 6	64,787 1 9 6	566,031 4 2 4	18,511 5 0 0	23,382 5 8 9	Not reported	798,674 4 1 5
Swatow	22,619 7 9 4	128,403 7 5 0	143,277 7 0 8	11,120 9 0 0	37,905 4 1 5	Ditto	343,327 5 6 7
Ningpo	67,454 6 3 6	38,049 7 7 6	179,910 9 3 6	36,341 5 0 0	41,952 2 9 7	15,354 6 7 2	379,062 8 1 7
Chin-kiang	89 5 2 0	257 1 0 0	2,493 3 7 7	3,132 4 6 9	22,980 5 5 7	..	29,013 0 2 3
Tien-tsin	33,712 2 4 0	34,649 9 6 8	31,807 3 4 9	3,681 9 0 0	59,534 1 4 9	..	163,385 6 0 6
Foo-chow	47,248 9 6 2	181,788 3 0 5	1,242,000 1 1 7	16,059 2 0 0	37,712 7 7 3	..	1,524,809 3 5 7
Amoy	70,618 5 1 3	134,989 9 8 2	211,633 7 5 9	20,181 5 0 0	27,279 2 6 7	..	464,703 0 2 1
Kiu-kiang	..	..	541,523 0 0 1	3,273 7 0 0	29,797 7 7 8*	..	574,594 4 7 9
Hankow	3,588 4 1 5	33 9 0 0	999,388 8 7 5	5,735 6 5 0	41,672 1 5 7*	..	1,050,436 9 9 7
Che-foo	39,185 1 1 4	14,062 7 5 5	130,204 1 2 9	11,202 8 8 7	35,330 0 9 1	..	209,985 6 7 6
Tamsuy	1,316 4 7 9	19,734 0 0 0	23,781 7 0 4	1,068 7 0 0	2,108 3 9 7	..	48,003 2 8 0
Takow	..	2,688 0 0 0	5,613 6 1 4	398 3 0 0	170 4 3 1	..	8,870 3 4 5
Newchwang	336 6 1 0	..	12,043 2 0 4	198 8 0 0	1,350 5 3 4	..	13,929 1 4 8
Total	893,650 5 8 2	1,362,061 6 3 3	4,654,959 7 9 6	301,152 9 5 6	389,819 7 1 4	26,402 7 2 6	7,728,747 4 0 7

N.B.—Tamsui Office established September 1863; Takow Office, March 1864; Newchwang Office, April 1864.

* Nett estimate after recovery of deposits, *i. e.*—Kiu-kiang, 145,000 taels; Hankow, 40,000 taels.

FIFTH YEAR. July 1, 1864—16th, 17th, 18th, and 19th Quarters—to June 30, 1865. (Tung-che, 3rd Year, 5th Moon, 28th Day, to 4th Year 5th (intercalary) Moon, 8th Day.)

Port.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Canton	115,723 6 3 6	78,310 3 3 2	466,430 6 6 1	20,527 7 0 0	20,823 9 9 3	Not reported	701,816 3 2 2
Swatow	21,125 4 0 2	127,446 0 0 0	132,673 8 3 8	19,083 1 0 0	37,076 6 0 9	Ditto	337,404 9 4 9
Amoy	87,025 6 4 4	153,007 1 7 1	193,351 2 1 2	26,090 6 0 0	29,608 6 9 2	..	489,083 3 1 9
Takow	2,332 6 9 9	32,448 0 0 0	39,090 8 6 8	2,167 8 0 0	4,346 8 0 8	..	80,386 1 7 5
Tamsuy	1,784 8 9 4	27,978 6 0 0	20,234 7 5 5	785 6 0 0	2,111 4 6 8	..	52,895 3 1 7
Foo-chow	49,018 8 4 4	203,355 3 4 9	1,242,394 2 5 4	21,386 9 0 0	41,983 9 0 4	..	1,558,139 2 5 1
Ningpo	36,506 4 9 6	40,466 7 8 5	221,093 3 4 1	21,731 4 0 0	40,433 5 9 6	14,971 1 7 3	375,202 7 9 1
Shanghai	474,258 3 7 2	808,250 0 2 0	489,463 6 0 5	140,156 6 0 0	142,620 4 4 2	7,464 8 2 7	2,062,213 8 6 6
Chin-kiang	32 0 0 0	2,406 0 0 0	2,618 8 9 0	2,988 8 0 0	15,305 6 6 4	..	23,351 3 5 4
Kiu-kiang	153 0 0 0	..	497,801 1 0 6	2,319 9 0 0	30,259 5 5 3*	..	530,533 5 5 9
Hankow	7,024 6 9 5	..	847,429 4 1 5	3,524 1 0 0	46,655 9 1 1*	..	904,634 1 2 1
Che-foo	37,656 0 1 4	61,306 7 5 5	105,051 7 9 2	12,682 6 0 0	24,358 8 8 5	..	241,056 0 4 6
Tien-tsin	40,793 1 5 4	128,665 6 0 0	51,231 2 8 3	3,952 5 0 0	55,902 9 5 4	..	280,545 4 9 1
Newchwang	6,863 1 1 1	28,710 8 0 0	116,113 0 5 1	6,955 7 0 0	7,682 2 9 3	..	166,324 9 5 5
Total ..	880,297 9 6 1	1,692,351 4 1 2	4,424,978 0 7 1	284,353 3 0 0	499,170 7 7 2	22,436 0 0 0	7,803,587 5 1 6

* Nett estimate after recovery of deposits, *i. e.*—Kiu-kiang, 30,000 taels; Hankow, 45,000 taels.

STATEMENT 2.—Showing the Revenue of each Port from Year to Year.

Port.	Year.	Import.		Optim.		Export.		Tonnage.		Coast Trade.		Native.		Total.	
		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Shanghai ..	1861	335,504 7 1 1	211,649 5 5 0	557,037 9 6 0	52,062 0 5 2	183,132 1 8 2	13,871 8 7 8	1,170,126 1 5 1						1,170,126 1 5 1	
	1862	1,563,089 8 8 1	593,773 7 6 8	856,787 5 6 8	85,907 2 5 9	123,139 4 5 9*	13,553 1 3 2	3,296,243 7 9 0						3,296,243 7 9 0	
	1863	1,319,734 1 4 0	718,912 8 0 8	967,241 8 6 9	164,638 2 9 4	128,713 2 7 9	4,052 9 8 4	3,297,719 5 5 4						3,297,719 5 5 4	
	1864	481,548 5 9 3	743,216 9 0 1	585,249 8 9 9	170,167 9 5 0	142,620 4 4 2	11,048 0 5 4	2,119,944 6 7 6						2,119,944 6 7 6	
	1865	474,258 3 7 2	808,250 0 2 0	489,463 6 0 5	140,156 6 0 0		7,464 8 2 7	2,062,213 8 6 6						2,062,213 8 6 6	
Canton ..	1861	285,813 2 6 3	Included in import	720,116 1 4 3	38,790 9 0 2	..	28,182 5 0 5	1,072,902 8 1 3						1,072,902 8 1 3	
	1862	184,633 6 9 6	91,578 4 3 1	797,370 7 2 6	31,426 9 0 0	13,330 1 0 2	33,862 7 0 3	1,152,702 5 5 8						1,152,702 5 5 8	
	1863	136,041 1 6 5	151,848 5 4 0	815,303 3 7 9	25,989 2 0 0	26,245 3 6 5	34,096 0 7 4	1,189,523 7 2 3						1,189,523 7 2 3	
	1864	125,961 7 0 6	64,787 1 9 6	566,031 4 2 4	18,511 5 0 0	23,382 5 8 9	Not reported	798,674 4 1 5						798,674 4 1 5	
	1865	115,723 6 3 6	78,310 3 3 2	466,430 6 6 1	20,527 7 0 0	20,823 9 9 3	Ditto	701,816 3 2 2						701,816 3 2 2	
Swatow ..	1861	55,553 5 4 4	Included in import	68,802 1 4 8	5,003 4 9 8	..	14,111 1 7 2	143,470 3 6 2						143,470 3 6 2	
	1862	121,819 2 4 1	Ditto	81,019 6 5 8	7,121 6 0 0	13,122 3 0 1	Not reported	223,082 8 0 0						223,082 8 0 0	
	1863	23,885 6 6 0	123,195 6 0 0	136,836 3 7 0	10,434 8 0 0	28,580 2 9 2	Ditto	322,932 7 2 2						322,932 7 2 2	
	1864	22,619 7 9 4	128,403 7 5 0	143,277 7 0 8	11,120 9 0 0	37,905 4 1 5	Ditto	343,327 5 6 7						343,327 5 6 7	
	1865	21,125 4 0 2	127,446 0 0 0	132,673 8 3 8	19,083 1 0 0	37,076 6 0 9	Ditto	337,404 9 4 9						337,404 9 4 9	
Ningpo ..	1861	24,967 4 8 4	..	112,908 6 2 5	1,146 3 0 0	..	6,241 7 9 9	145,264 2 0 8						145,264 2 0 8	
	1862	32,075 1 2 6	..	204,929 9 1 5	5,147 6 0 0	2,334 5 6 8	19,375 3 1 1	268,862 5 2 0						268,862 5 2 0	
	1863	35,450 3 4 9	8,233 2 0 0	125,439 3 1 4	13,539 4 0 0	30,505 9 9 7	2,442 7 5 2	215,611 0 1 2						215,611 0 1 2	
	1864	67,454 6 3 6	38,049 7 7 6	179,910 9 3 6	36,341 5 0 0	41,952 2 9 7	15,354 6 7 2	379,083 8 1 7						379,083 8 1 7	
	1865	36,506 4 9 6	40,466 7 8 5	221,093 3 4 1	21,731 4 0 0	40,433 5 9 6	14,971 1 7 3	375,202 7 9 1						375,202 7 9 1	
Chin-kiang ..	1862	15,785 3 0 6	..	1,556 5 3 0	..	1,555 2 1 7	..	18,497 0 5 3						18,497 0 5 3	
	1863	5,942 4 4 7	390 0 0 0	1,595 4 2 4	3,658 5 5 9	26,035 8 3 9	..	37,622 2 6 9						37,622 2 6 9	
	1864	89 5 2 0	257 1 0 0	2,493 3 7 7	3,192 4 6 9	22,980 5 5 7	..	29,013 0 2 3						29,013 0 2 3	
	1865	32 0 0 0	2,406 0 0 0	2,618 8 9 0	2,988 8 0 0	15,305 6 6 4	..	23,351 3 5 4						23,351 3 5 4	
Tien-tsin ..	1862	127,955 5 7 2	Included in import	19,166 9 0 5	5,426 6 0 0	11,658 5 0 6	..	164,207 5 8 3						164,207 5 8 3	
	1863	18,736 3 1 0	41,778 0 5 7	16,374 6 3 6	1,073 8 0 0	26,014 2 0 1	..	103,967 0 0 4						103,967 0 0 4	
	1864	33,712 2 4 0	34,649 9 6 8	31,807 3 4 9	3,681 9 0 0	59,534 1 4 9	..	163,385 6 0 6						163,385 6 0 6	
	1865	40,793 1 5 4	128,665 6 0 0	51,231 2 8 3	3,952 5 0 0	55,902 9 5 4	..	280,545 4 9 1						280,545 4 9 1	

* Nett estimate.

Port.	Year.	Import.	Opium.	Export.	Tonnage.	Coast Trade.	Native.	Total.
		Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.		Taels m. c. c.
Foo-chow ..	1862	258,992 9 5 1	Included in import	1,139,908 8 4 6	14,309 2 0 0	34,254 0 1 7	..	1,447,465 0 1 4
	1863	49,939 4 5 7	215,668 0 3 4	1,340,105 2 7 5	17,361 4 0 0	37,014 2 3 3	..	1,660,088 3 9 9
	1864	47,248 9 6 2	181,788 3 0 5	1,242,000 1 1 7	16,059 2 0 0	37,712 7 7 3	..	1,524,809 3 5 7
	1865	49,018 8 4 4	203,355 3 4 2	1,242,394 2 5 4	21,386 9 0 0	41,983 9 0 4	..	1,558,139 2 5 1
Amoy ..	1862	43,055 2 5 9	Included in import	17,802 4 3 3	3,737 3 0 0	5,261 1 1 6	..	69,856 1 0 8
	1863	66,548 5 8 0	88,661 1 6 3	219,613 2 5 9	18,979 8 0 0	20,724 3 8 7	..	414,527 1 8 9
	1864	70,618 5 1 3	134,989 9 8 2	211,633 7 5 9	20,181 5 0 0	27,279 2 6 7	..	464,703 0 2 1
	1865	87,025 6 4 4	153,007 1 7 1	193,351 2 1 2	26,090 6 0 0	29,608 6 9 2	..	489,083 3 1 9
Kiu-kiang ..	1863	160 2 3 3	..	229,762 4 5 7	266 2 0 0	21,625 4 9 5*	..	251,814 3 8 5
	1864	..	..	541,523 0 0 1	3,273 7 0 0	29,797 7 7 8*	..	574,594 4 7 9
	1865	153 0 0 0	..	497,801 1 0 6	2,319 9 0 0	30,259 5 5 3*	..	530,533 5 5 9
Hankow ..	1863	1,858 4 6 0	1,270 8 0 0	295,246 6 1 4	3,166 5 6 1	30,730 5 6 3*	..	332,272 9 9 8
	1864	3,588 4 1 5	33 9 0 0	999,388 8 7 5	5,753 6 5 0	41,672 1 5 7*	..	1,050,436 9 9 7
	1865	7,024 6 9 5	..	847,429 4 1 5	3,524 1 0 0	46,655 9 1 1*	..	904,634 1 2 1
Che-foo ..	1863	6,504 1 2 8	4,524 7 2 0	14,726 5 2 0	1,594 7 0 0	6,037 6 3 2	..	33,387 7 0 0†
	1864	39,185 1 1 4	14,062 7 5 5	110,204 8 2 9	11,202 8 8 7	35,330 0 9 1	..	209,985 6 7 6†
	1865	37,656 0 1 4	61,306 7 5 5	105,051 7 9 2	12,682 6 0 0	24,358 8 8 5	..	241,056 0 4 6†
Tamsuy ..	1864	1,316 4 7 9	19,734 0 0 0	23,781 7 0 4	1,068 7 0 0	2,108 3 9 7	..	48,009 2 8 0
	1865	1,784 8 9 4	27,978 6 0 0	20,234 7 5 5	785 6 0 0	2,111 4 6 8	..	52,895 3 1 7
Newchwang.	1864	336 6 1 0	..	12,043 2 0 4	198 8 0 0	1,350 5 3 4	..	13,929 1 4 8
	1865	6,863 1 1 1	28,710 8 0 0	116,113 0 5 1	6,955 7 0 0	7,682 2 9 3	..	166,324 9 5 5
Takow ..	1864	..	2,688 0 0 0	5,613 6 1 4	398 3 0 0	170 4 3 1	..	8,870 3 4 5
	1865	2,382 6 9 9	32,448 0 0 0	39,090 8 6 8	2,167 8 0 0	4,346 8 0 8	..	80,386 1 7 5

* Nett estimate.

† Siamese included.

STATEMENT 3.—Showing the Total Annual Collections under each Heading.

	1st Year, to June 30, 1861.	2nd Year, to June 30, 1862.	3rd Year, to June 30, 1863.	4th Year, to June 30, 1864.	5th Year, to June 30, 1865.	Five Years' Total Collection.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
Import	701,839 0 0 2	2,347,407 0 3 2*	1,664,800 9 2 9	893,680 5 8 2	880,297 9 6 1	6,488,025 5 0 6
Opium	211,649 5 5 0	685,352 1 9 9	1,354,482 9 2 2	1,362,661 6 3 3	1,692,351 4 1 2	5,306,497 7 1 6
Export	1,458,864 8 7 6	3,119,042 5 8 1	4,162,245 1 1 7	4,654,959 7 9 0	4,424,978 0 7 1	17,820,090 4 4 1
Tonnage	97,002 7 5 2	153,076 4 5 9	260,692 7 1 4	301,152 9 5 6	284,353 3 0 0	1,096,278 1 8 1
Coast Trade	..	264,248 0 0 9	376,653 4 6 3	489,889 7 1 4	499,170 7 7 2	1,629,961 9 5 8
Native	62,407 3 5 4	66,791 1 4 6	40,591 8 1 0	26,402 7 2 6	22,436 0 0 0	218,629 0 3 6
Total	2,531,763 5 3 4	6,635,917 4 2 6	7,859,466 9 5 5	7,728,747 4 0 7	7,803,587 5 1 6	32,559,482 8 3 8

* Including opium at Swatow, Foo-chow, Amoy, Ningpo, and Tien-tsin, estimated at, say, 347,000 taels.

Pekin, January 10, 1866.

(Signed)

ROBERT HART, *Inspector-General of Customs.*

*Report on the Trade at the Port of Newchwang for the Year 1865.**Office of Maritime Customs,*

Sir,

Ying-tzu, January 31, 1866.

THE port on the Sua-muren, at which foreigners reside, in front of which foreign vessels anchor, and which has taken the place of the New-chwang, stipulated for as an open port in the British Treaty of Tien-tsin, is known as Ying-tzu. The Province of Manchuria, in which it is situated, is ordinarily marked on maps as Liao-tung, but should more correctly be termed Fing-tien.

Ying-tzu is distant eighteen miles from the bar at the mouth of the Sua-muren. It commenced to assume commercial importance thirty years ago. It then took the place of Tien-chuang-tai, a port on the same river some forty miles higher up. At an earlier date, in the time of Kien-lung, Tien-chuang-tai had in a like way taken the place of New-chwang. This change was necessitated by the gradual shallowing of the river. New-chwang is situated on a small branch of the principal eastern affluent of the Sua-muren, and is by water distant eighty miles from this town. It is now only accessible to the smallest boats. The Sua-muren is navigable for flat-bottomed river craft of no great size nearly to the confines of Mongolia, but foreign vessels certainly could not proceed beyond Tien-chuang-tai.

Those to whom fuller details as to the character of Ying-tzu and the surrounding country would be of interest, should consult Mr. Meadows' invaluable Memorandum on the Consular District of New-chwang.

Ying-tzu is closed by ice during four months and a-half—from the middle of November to the end of March. In 1862 the first vessel arrived in port on the 29th of March, and the last vessel cleared on the 18th of November; in 1863 the first vessel arrived on the 22nd March, but was much damaged by the floating ice, and the last vessel cleared on the 15th of November; in 1864 the first vessel arrived on the 2nd of April, and the last vessel cleared on the 10th of November; in 1865 the first vessel arrived on the 30th of March, and the last vessel which entered the port cleared on the 21st of November. A steamer which was permitted to discharge its cargo outside the bar, cleared on the 24th November. It seems to me that vessels cannot remain here with certain safety after the 10th of November. Last year the 13th of November was little more than a pleasant cold autumn day. But in the evening about 9 o'clock the ice swept down; some junks and pilot-boats were crushed to pieces; the four foreign vessels which were in harbour were forced to slip their cables, and to float away with the current, and two of them eventually grounded, and narrowly escaped being wrecked.

Ying-tzu was opened to foreigners by the arrival of Her Britannic Majesty's Consul in May 1861. During that year 33 vessels, of an estimated tonnage of 11,346 tons, entered the port. The revenue of the Maritime Customs, or office which collected duties from foreign vessels, for the year was 2,291 taels 2 mace 4 candarines. Before the season of 1862 commenced, the prohibition of the exportation of pulse and pulse cake, in foreign vessels, was rescinded. Accordingly, the number of foreign vessels which arrived increased to 86, of an estimated tonnage of 27,747 tons: the revenue of Maritime Customs for the year was 33,336 taels. In 1863, 201 vessels, of an estimated tonnage of 61,156 tons, arrived: the revenue of the Maritime Customs for the same year was 89,785 taels 7 candarines 9 cash. In 1864, 302 vessels, of an estimated tonnage of 88,281 tons, arrived: the revenue of the Maritime Customs for the same years was 123,487 taels 6 candarines.

The Maritime Customs was placed under an officer of the Foreign Inspectorate on the 9th of May, 1864. In 1865, 274 vessels, of 91,118 tons, arrived, and the revenue of the Maritime Customs advanced to 167,064 taels 2 mace 4 candarines 8 cash.

During the first four years the larger portion of the shipping belonged to the North German and Baltic ports; the general economy with which these vessels are worked enabling them to carry cargo at low rates of freight. But in 1865 the case was altered. In 1864 the tonnage of British shipping was little more than a fourth of the total. In 1865 it was almost half. This sudden increase is to be attributed to the dulness of trade on the coast, forcing British ships to accept any terms which might be offered to them, and thus placing them on the same footing as Continental vessels.

The increase in the foreign tonnage was, of course, not without its influence on native shipping. A few years ago over 3,000 sea-going junks arrived annually; last year barely 1,300 entered the port. It will be observed, that whilst the tonnage of 1865 is not one-half greater than that of 1863, the revenue is almost twice as large.

In stating the tonnage of 1861-62-63-64, I have employed the word "estimated," as the figures for the first three years have been entirely, and for the fourth year partially, procured from the old Native Office. I is impossible for me, therefore, to guarantee their accuracy. The yearly account of the revenue has been derived from the official Reports sent to Peking.

The import and export trade under foreign flags at this port is conducted by four foreign firms, and by some ten large Canton, Swatow, and Chin-chew hong. Since 1861 two agencies of large British firms have been withdrawn, and one independent commission-house has been closed. Of the existing firms two are British, one is American, and one is German.

The business done by the foreign merchants is, however, in no way in proportion to their number. Of the 274 vessels which arrived here in 1865, only 37 were consigned to, or loaded by, foreigners. During the past season the Chinese interested in the trade of this port are supposed to have expended 400,000 taels in the chartering of foreign vessels: 338,300 piece of pulse-cake were exported by foreign merchants, and 1,449,671 pieces by Chinese: 19,650 piculs of pulse were exported by foreign merchants, and 881,670 piculs by Chinese.

With imports the case is similar: 80 piculs of opium were imported by foreigners, and 1,442 piculs by Chinese: 11,650 pieces of shirtings and *T*-cloths were imported by foreign merchants, and 38,086 by Chinese. But perhaps the best way of showing how entirely the business of the port is engrossed by the native traders will be to state that of the 167,000 taels received in revenue during 1865, only 10,000 taels were paid by foreigners.

The extraordinary superior position thus occupied by the Chinese would seem to be owing to their being natives of the districts, in which, under ordinary circumstances, the principal products that quit Ying-tzu are chiefly consumed; to their all being connected with firms which have been established in the neighbourhood of these districts, and have associated with and gained the confidence of the retailers, years before foreigners attempted to engage in the trade; to many of them having been in the same way established here, and to there having gained here a name for wealth and integrity, to the actual possession of, if not a large capital, at least large available means; and to their long residence and their reputa-

tion, enabling them to, when necessary, purchase to no inconsiderable degree on credit. This ability to purchase on credit is of enormous benefit to them. For money, always scarce here, is sometimes so scarce, that the best letters of credit become useless. And when money is so scarce, imports and produce are of course depreciated in value.

But whilst the foreign merchant who is desirous of availing himself extensively of the low price of the latter, is compelled to dispose of the former at a proportionately low price, the Chinese, who is known as a great importer of opium, of piece goods, and of sugar,—who in past years has owed and paid his 60,000 or 70,000 taels, and whose promissory notes will in consequence not be rejected by the Moukden banks, which in many instances have a lien on the produce—can easily obtain six weeks' or two months' credit.

The disadvantages of a later participation in the trade and of a smaller capital, would, however, be counteracted by time, and by the older foreign firms in the south taking a little more interest in the northern business, and thus enabling their countrymen to enter into larger undertakings than they have yet ventured on. But the causes which at most of the second-class ports are quickly drawing the coast trade in both native and foreign goods from the foreigner to the Chinese would have still to be overcome.

When the working expenses of the native merchant and of the foreign merchant are more equalized—when the foreign merchant no longer deems it right to entrust his reputation and his fortune to a man of alien and supposed inferior race, to whom he is compelled to confide his most secret and most important plans, but with whom he can hardly converse intelligibly—who is daily tempted to engage in transactions which either directly or indirectly must be prejudicial to the interests he professes to serve—who is urged to abstain from doing so by no feelings of honour, of gratitude, or of sympathy, and who accordingly is often enriched while his employer is ruined,—then, and not till then, will the substitution now so rapidly taking place be arrested.

Were the foreign merchants at the smaller ports to acquire a knowledge of Sycee—not a harder task than the study of tea and of silk; were they to conquer the trifling acquaintance with the written and spoken language of China, which would be amply sufficient for all their wants; were they to dispense with the costly services of the compradore, and of the shroff, and their several staffs; and were they to arrange with their own tongue, and to read with their own eyes, their contracts of purchase and of sale,—a considerable reduction of expenditure would be effected, their gains would be infinitely augmented, they would have more faith in the natives, and the natives would be less distrustful of them. Now they may be scrupulously honourable, and yet be justly be accused of faithlessness. They may sell on most profitable terms, and yet submit to a loss. This, I am aware, is no new discovery, but the subject well merits repeated discussion.

One foreign merchant here has resorted to a plan, which is perhaps the best that circumstances admit of, and which is not, I think, very generally adopted. He has had drawn up and addressed to the various warehouses and shops, a circular, explaining that all business agreements must be written in English, and signed by himself; and defining so carefully the functions of his compradore, that any independent speculations on the part of the latter are rendered impossible.

The absence of Returns of the import and export trade under foreign flags before the 9th of May, 1864, at which date the 1864 season had

already commenced over a month, 50 vessels having arrived since the 1st of April, renders any elaborate comparisons of the trades of the various years impracticable.

The export trade of Ying-tzu may be said to consist of pulse, of pulse-cake, and of pulse-oil. Pulse is chiefly converted into the bean-curd, which is so popular an article of food amongst the natives of Kwang-tung and Foh-kien. Pulse-cake is sometimes used as food for cattle, but is usually employed as manure, more especially in the sugar districts of those same Provinces. Pulse-oil is used in the Central and Southern seaboard Provinces in the preparation of food.

The value of the export trade in 1865 was 2,167,314 taels. Of this sum, 1,957,395 taels were represented by pulse and its manufactures. The value of the export trade during the six months and few days of 1864, for which trustworthy Returns were published, was 1,710,398 taels. Of this sum, 1,499,737 taels were represented by pulse and its manufactures. The past year was unquestionably distinguished by an increase in the exportation of pulse. This increase is principally owing to the large quantities dispatched to Shanghae. The quantity dispatched during the past year exceeded the quantity dispatched during the six months of 1864 by 100,000 piculs, a circumstance which, in conjunction with the fact that 34,758 piculs of rice were also sent to Shanghae, whilst only 3,780 piculs were forwarded there during the preceding year, would seem to betoken a deficiency in the supply of grain from other quarters, that reached that port.

One significant feature in a comparison of the export of pulse for the two years is, that in 1864, 350,398 piculs were sent to Hong Kong, and only 20,774 to Canton; and that in 1865, 206,639 piculs were sent to Canton, and only 202,826 piculs to Hong Kong. The same feature, but to a much smaller extent, characterizes the export of pulse-cake. In 1864, 7,000 pieces were sent to Hong Kong, and none to Canton. In 1865, 7,620 pieces were sent to Canton, and none to Hong Kong. The export of pulse-cake in 1865 was greatly in excess of the export during the preceding year, an excess which was also owing to the extraordinary quantity sent to Shanghae. During the 1865 season, 750,300 pieces were dispatched to that port, against 194,100 pieces during the six months of 1864.

This large demand is to be attributed to the necessity of employing a strong forcing manure experienced by the cultivators of the lands which had been ravaged by the rebels, and had remained untilled three or four years. But about July the heavy rains arrested the reclaiming of the soil, whilst the Proclamation of the Acting Governor possibly impeded the disposal of cargo brought in foreign vessels. Accordingly, some ships which loaded here for Shanghae, were, on arrival at their destination, ordered to proceed without delay to Amoy or Swatow, and part of the pulse already discharged was also re-shipped to these two ports. Had such not been the case, the supply in the sugar districts must have been short. During the six months of 1864, Amoy took 339,108 pieces, and Swatow 791,747 pieces. During the entire season of 1865, Amoy took only 211,076 pieces, and Swatow only 762,525 pieces.

The export of pulse-oil is distinguished by a decrease, arising apparently from a diminished demand at Shanghae. During the six months of 1864, 5,118 piculs were sent to Shanghae, whilst in 1865 only 2,813 piculs were shipped there. I am unable to explain the origin of this decrease. In 1864, 1,177 piculs were dispatched to Hong Kong, and none to Canton. In 1865, 850 piculs were sent to Canton, and only 566 piculs to Hong Kong. A large proportion of the oil which quits Ying-tzu is

still forwarded in junks. Oil which arrives here from the interior is packed in thick and strong wooden boxes, the use of which is rendered necessary by the liability to accident that attends transports in waggons, on an ill-made road. But owing to the greater security which such a commodity as oil enjoys in the hold of a vessel, and to the increase of freight resulting from the heavy and cumbrous character of the boxes, it is found unprofitable to employ them on board ship, and they are consequently exchanged for large baskets with paper linings. These baskets must, of course, be handled with much caution; each contains from 4 to 8 piculs; the slightest crack involves a loss of from 30 to 60 taels; and the fact that they are dealt with more carefully on board of junks than on board of foreign vessels, neutralizes the other numerous advantages of the latter.

It may not be uninteresting to point out, that during the past year 2,400 piculs of pulse were shipped to Japan. The pulse crop there is stated to have been deficient.

Of cotton, of which 4,573 piculs were sent away during the six months of 1864, only 309 piculs were shipped during the past year. And as these 309 piculs were dispatched to Swatow and to Amoy, it would seem that they were intended to be employed in native manufactures. In 1864 the great bulk went to Hong Kong.

The export of rice has largely increased. The 5,790 piculs which were exported during the six months of 1864 grew to 37,728 piculs in the 1865 season. Of the latter quantity, as we have seen, the great proportion was destined for Shanghai.

It is both useless and impossible to inquire into the increased or decreased exportation of miscellaneous articles of minor importance. It is certain that, on the whole, the export trade has showed an advance as compared with preceding years.

Of the pulse which reaches Ying-tzu not more than two-tenths are produced in the plain through which the Sau-muren, sweeping down towards the south-west, flows into the Gulf of Liao-tung. The remaining eight-tenths are grown in the region which is known to the natives as that beyond the barrier. It is the colonized portion of South-Eastern Mongolia, and lies along the north of the palisade, marked in many maps of the Empire as running from the Great Wall to the Songari.

A small quantity of the pulse-oil which quits this port is manufactured in the same region and at Moukden.

The pulse-cake manufactured there is employed on the spot as food for cattle. The pulse-cake which leaves Tien-chuang-tai in junks, and Ying-tzu in foreign vessels and junks, is manufactured at these two marts. It is considered injudicious to have large quantities on hand, and the manufacture is so carried on that the current stock rarely exceeds 90,000 pieces.

Neither the foreign or native exporting firms attempt to buy pulse in the interior. They are deterred from doing so by their inability to enter into the necessary transactions on as favourable terms as those who have been engaged in the business for years. Of the pulse which arrives at Ying-tzu from the tract beyond the palisade, about one-fourth is forwarded to the port direct. The other three-fourths pass by way of Moukden.

In all the large hamlets scattered through those fertile fields are dealers, or middlemen, who purchase in the autumn the crops of the neighbouring landowners and farmers. The petty tillers of the soil are paid at once, but the more wealthy proprietors always allow not far from year's credit. They are never paid until the first day of the sixth moon

of the following year, which usually falls in July. When frost has sufficiently hardened the roads, the pulse is conveyed in waggons to Ying-tzu, and to Moukden. These waggons travel at the rate of from fifteen to twenty miles a-day, and the remotest producing districts are not more than 600 miles distant from this port. The dealer himself does not accompany the produce, but consigns it to one of those vast yards or warehouses, which, with their long trains of heavily-laden carts constantly pouring in, their numberless stacks of peas, and piles of oil-boxes, form, from December to March, the most striking feature of the town. The dealer arrives towards the close of the winter. When the season commences he soon disposes of his pulse, as the necessity of a speedy return forces him to be content with a proportionate profit, and as produce brought to Ying-tzu direct can be sold for a slightly lower price than that which has passed through Moukden. With the greater part of the proceeds he buys foreign piece goods, &c., opium, and miscellaneous Chinese products. The balance he takes home in specie. About May the rains and the melting of the snow have somewhat increased the volume of the river, and he is easily able to transmit his purchases in boats nearly up to the palisade. Thence, though the roads are impassable for coarse and bulky commodities, the wares with which he ordinarily returns, owing to their comparatively portable character, can, without much difficulty, be conveyed in waggons to their destination. He then pays what he owes, and is ready to engage in fresh enterprises.

There are in all eighteen great yards in Ying-tzu, four of which confine themselves to storing pulse, while the remaining fourteen both store pulse, and manufacture pulse-cake and pulse-oil. There are also eleven very inferior yards of the latter class.

At the eastern extremity of the town is a vacant piece of ground, about 100 yards square, which, during the winter months, is daily, from sunrise till 10 o'clock, thickly covered with carts. At 10 the number begins to diminish, and at noon but few are left. At a little distance is a large mud hut, bearing on the walls, in Chinese characters, the words "Grain Exchange Office." The vacant space of ground is the Grain Exchange. To it resort the smaller cultivators of the adjacent lands—those who reside so close to Ying-tzu as to be enabled to bring their produce for sale, and to, if unsuccessful, take it back home in one day. Clerks attached to the various yards visit the Exchange, and effect certain purchases each morning. Owing to the trifling cost of transport, the prices are always comparatively low.

The few wealthier proprietors of the neighbourhood are themselves interested in the business of the large yards, and to them, therefore, they naturally entrust their crops. Yet the capital of even the largest yards is inconsiderable, and with the exception of the petty transactions negotiated on the Exchange, they seldom buy to any extent produce which arrives here direct. They act simply as warehousemen and agents for the dealers. When desirous of entering into a speculation, they are compelled to have recourse to the Shansi banks of Moukden, and the Moukden banks invariably refuse assistance unless the pulse is purchased through the Moukden yards.

The produce of the more distant parts of that outer portion of the Sua-muren plain, which extends from King-chow on the north-west, to Kai-chow on the south, and into the interior more than half-way to Moukden, is in the hands of the dealers of the former two cities of Tien-chuang-tai and of Sin-min-tun. Kai-chow and King-chow, however, are not depôts. The crops, when collected, are as soon as possible forwarded to Ying-tzu.

Tien-chuang-tai and Sin-min-tun, on the other hand, have become important depôts, but they owe this advantage solely to their position: one lies on the bank of the Sua-muren; the other is but five miles from the bank of the Sua-muren, and is on the high road from Peking to Moukden.

The little surplus of the comparatively sterile south part of the province is shipped from the ports at the head of the Yellow Sea. It is taken by the growers to the port of shipments.

There are about fifty large yards at Moukden, for there the presence of the Shansi bankers facilitates and fosters speculation. Their aid enables the owners of yards to purchase to a larger extent than is in the power of similar establishments at Ying-tzu, and the fact of produce being thus disposed of more readily, induces the dealers to resort to Moukden in preference to the latter town. From Moukden, as from Ying-tzu, the dealer returns with foreign manufactures, &c., opium, miscellaneous articles, and a certain amount of Sycee. As in the case of Ying-tzu, the produce of the fields, within perhaps a circuit of ten miles adjacent to Moukden, is forwarded to that city by the growers, without the intervention of middlemen. Beyond this limit the produce of the inner portion of the plain is collected by country dealers, who resort to Moukden. About the middle of February pulse ceases to arrive at Ying-tzu direct from the producing districts. After that date, until the river opens, it is sent from Moukden. It has either been purchased there by the Ying-tzu yards, to which the Shansi banks are always willing to transfer the advances made to the Moukden yards, or it is forwarded by the latter on speculation. In the meantime, in order to lighten, as much as possible, the difficulty of transport after the disappearance of frost and the early rains have converted the roads into almost pathless marshes, large quantities of pulse are being accumulated at Sin-min-tun and at Tien-chuang-tai. From April to November the stocks at Ying-tzu are maintained by supplies sent in boats from Tien-chuang-tai. Junks also sometimes load there for Shanghai, Che-foo, and Tientsin. The stocks at Tien-chuang-tai are replenished from Sin-min-tun, those of Sin-min-tun from Moukden, and those at Moukden from the depôt at Fa-ku-men. Fa-ku-men is a town situated on the palisade north of Moukden.

Well placed as Sin-min-tun unquestionably is, it seems strange that it should occupy so important a position in the chain of depôts. One of the large hamlets that borden the Moukden affluent, between that city and its junction with the Sua-muren, would, to all appearance, be more conveniently situated; but the depth of the stream cannot, I believe, be uniformly relied on.

The yards at Fa-ku-men, at Sin-min-tun, and at Tien-chuang-tai, are practically mere agencies of the Moukden yards. Over three-fourths of the value of the pulse return to Moukden in the shape of imports, some of which are forwarded during the season in boats, or, when practicable, by land transport, and some at the commencement of the ensuing winter.

It would seem, therefore, that in the case of nineteen-twentieths of the pulse which leaves Ying-tzu, either as pulse or as pulse cake, or as pulse oil, the country dealer, and one, or in most instances two distinct yards, separate the exporter from the producer. But this is not all; for at Ying-tzu not a pecul of pulse or a piece of pulse cake can be purchased without the intervention of a broker. Of these brokers there are two classes. There is the common street broker, who, day after day, wanders through the various hongs, inquiring who wishes to buy and who wishes to sell; and there are also brokers of a higher class, who possess regular offices, and are sometimes allowed by the yards to guarantee the purchasers'

integrity. Yet, if the exporter attempted to approach nearer to the producer he would find himself opposed by apparently insurmountable obstacles. He would have to compete with local firms, which have existed since the days of Kien-lung, who have gained the entire confidence of the inhabitants, which have been perfected by a long experience in the most efficient and economical modes of collecting and conveying produce, and which at the present moment almost monopolize every facility for transport. At each step he would be thwarted by their intrigues, and, most important of all, he, a strange foreigner, or an equally strange native of Swatow or of Chin-chewi, would be refused the prolonged credit that would be accorded to his rivals. Of the pulse shipped from Ying-tzu during the past year in a manufactured and unmanufactured state, it may be estimated that the raw article to the value of 1,600,000 taels passed through the hands of the country dealers. Of this sum a third must be deducted on account of profit, of transit expenses, and of a small inland due levied at the different gates of the palisade on the produce of the outer region. There will thus remain 1,070,000 taels. From these 1,070,000 taels we may subtract 170,000 taels to represent the proportion purchased from the smaller cultivators, and paid for in cash. A year's or eleven months' interest on the balance of 900,000 taels will indicate the extent of one of the disadvantages under which the exporter would labour in a struggle with the existing class of middlemen. Doubtless, as time passed on, promptitude in payment and honesty would lead to their ordinary results, and the difficulties to be encountered would gradually diminish. But merchants are rarely willing to impede their own advancement for the benefit of future generations; and though a few junks still load at Tien-chuang-t'ai, thus saving the cost of transport to Ying-tzu, shippers in foreign vessels would seek in vain a reduction in cost by effecting their purchases either there or at Moukden, or at one of the other depôts. The owners of the various yards too thoroughly realize the advantages they reap under the present system, and are too closely associated to permit of such a result. Even a large southern exporting firm, which finds it profitable to have an agency at Moukden for the sale of opium, never purchases produce in that city. The opium is paid for either by cheques that can be made use of at Ying-tzu, or by orders for the delivery of pulse on the Ying-tzu yards. The native exporting firms might, of course, treat successfully on the Ying-tzu exchange for the little produce of the adjacent fields; but they are dissuaded from doing so by the insignificance of the quantity, by the dread of imposition, and by the well-founded apprehension that the large yards would punish such independent attempts by withholding facilities that had formerly been granted.

Considering, then, how entirely exporters are debarred from coming in contact with the producers, it appears strange that even more exorbitant prices than have yet been asked have not been demanded. That this has not been the case has been owing to the fact that experience has shown that great risk attends the shipment of pulse and its manufacture to the south after a certain limit has been exceeded, and that sales in the consuming provinces become simply impossible after a higher price has been attained. Purchases therefore cease, and a cessation of purchases at once causes a reduction in the requirements of holders; for they well know that from the nature of the produce old stocks cannot be easily disposed of, and the probability of those of one year being left in their hands until the following season ever fills them with alarm; as it is the advance in cost has been enormous.

Pulse cakes are sold by the ten pies weighing 4 peculs 80 catties; pulse

by the shih, a measure equivalent to 300 catties; and pulse oil by the ordinary pecul of 100 catties. In 1861, ten pieces of pulse cake were purchased for 1 tael 8 mace, 300 catties of pulse for 1 tael 7 mace, and 100 catties of pulse oil for 3 taels 8 mace 5 candarines. During the past year 5 taels 8 mace have been paid for the same quantity of the first commodity, 4 taels 7 mace for the same quantity of the second, and 8 taels for the same quantity of the third. Nevertheless, the consumption has increased.

At first sight, in view of the large advance in prices, this increase appears unintelligible. It must partly be attributed to the expense of transport being generally lessened by the employment of foreign vessels; more particularly by the costly process of transshipment to Shanghai, to which produce conveyed in junks was always subject, being suppressed, and to insurance rendering it no longer necessary for exporters to compensate themselves for the value of lost cargoes by demanding extravagant prices for those which arrived in safety. But that this is not the sole cause is proved by the fact that shipments in junks still continue, and must therefore still be remunerative. Perhaps the best reason is that put forward by the exporters, who assert that much of the profit which formerly accrued to them has now passed into the hands of the middlemen and growers, a statement which the experience of other new ports helps to confirm. At the same time, higher prices are unquestionably paid in the south.

The proposed importation of guano into China will probably, if persevered in, diminish the demand for pulse cake unless the price of the latter is reduced. This reduction would no doubt be effected by the substitution of machinery for the clumsy process now resorted to—a huge stone-crushing wheel set in motion by a mule and a press worked by hand; but, unfortunately, the practical exclusion of the exporter from the producing districts, and the fact that at Tien-Chuang-tai and at Ying-tzu the majority of the warehousemen are themselves engaged in the manufacture of pulse cake, would render it very difficult if not impracticable for the originator of such a scheme to purchase sufficient quantities of the raw commodity.

At some future day coal and silk may rank amongst the exports from Ying-tzu. Of coal as large a quantity as could possibly be required could be laid down here for 8 taels per ton; but it is soft and full of sulphur, and is certainly inferior for domestic purposes and for use by steamers to the coals of Hunan. Probably, however, if improved appliances enabled the miners to reach the lower seams a better quality would be discovered. The principal coal districts lie about forty miles to the south-east of Moukden. In the vicinity are furnaces for smelting iron, but I have been unable to ascertain with precision whether the iron is produced in the neighbourhood, or whether it is brought from a distance. The question becomes of interest when we recollect the enormous advantages enjoyed by European countries in which coal and iron are found side by side. Another description of coal is found near the coast, not far from the city of Fu-chow, but it is only seen in the form of dust, and is said to be chiefly employed in the oil manufactories.

Of silk 300 peculs can be collected annually, at a cost of 170 taels per pecul. Samples have been submitted to those most conversant with the commodity, and it rests with them to decide whether Manchuria is to assist in making good the deficiencies of Chekiang and of Keangsu. The silk-producing districts are separated from this port by the range of mountains which bisects Teng-tien from north-east to south-west, and which terminates in the promontory marked in many maps as the Regent's Sword.

The northern silkworm, though not longer, is thrice as thick as the ordinary insect ; it feeds not on the mulberry leaves, but on those of a shrub oak. Complete and interesting details on the subject are to be found in Mr. Meadows' Trade Reports.

Tobacco is grown in Kirin ; but judging from the past there is little prospect of its ever becoming a prominent article of export. Owing either to the distance to be traversed or to the smallness of the crops none has been shipped in foreign vessels since the establishment of this Office, whilst a considerable quantity has been brought from the south.

Towards the close of autumn large rafts arrive here from the north-east of the province. The wood is floated down the great eastern affluent of the Sua-muren ; a portion is employed here, and a portion is sent in junks to Shantung and to Chihli, but none has ever been taken away by foreign vessels.

It is difficult in discussing the trade of the chief port in Manchuria to avoid noticing the strange root in which every native of China, from the Emperor to the humblest coolie, places such implicit faith. Fine Manchurian ginseng is only found in the upper valley of the Usuri, where ruined towns and forts mark the cradle of the race which seven centuries ago ruled over China from the Yellow River to the Great Wall, which was forced back by the valour and genius of Genghis, and which 400 years afterwards again swept into Chihli to occupy and retain the Imperial throne. But ginseng loves moisture, and the densest of the forests which cling to the slopes of the hills ; it nestles in recesses, to which the rays of the sun have never penetrated, and which are as pathless now as in the days when the Golden Tartars were dwelling in and cultivating the plain. The genuine Manchurian ginseng consists of a stem from which the leaves spring, of a centre root, and of two roots branching off at the same point from each side of the centre root. The stem somewhat resembles the head and neck and the side roots the shoulders and arms of a man ; the main root represents the body, and a fork, which the main root frequently forms, the legs.

The Chinese, with a not ungraceful feeling, believe that a plant which thus expands into the human form amid thickets and jungle, on which the foot of man has never trod, must be intended to alleviate the sufferings of the human race. Its precious qualities are increased and intensified by age, and a plant is of no great value until it has been growing and gathering strength for at least an ordinary lifetime. The age, and consequently the value of a plant, are ascertained by a careful examination of the upper portions of the centre and side roots. These portions should be covered with rings, and the thicker and more numerous the rings the greater the age. The value of ginseng in no way depends upon its length, thickness, or colour. I myself have seen here a delicate root weighing but 6 mace, which cost 50 taels. The upper portions of the root also possess the greatest healing power. The stem, which appears above ground, on the other hand, ought not to be eaten. It is supposed to be baneful rather than beneficial.

In former years, the collection of ginseng was in the hands of some forty merchants, who, on payment of a heavy fee, obtained the necessary authority from the Tartar General of Kirin. In addition to the fee, each merchant was bound to hand over to Government a certain weight of the object of his search. The search continued from the end of April to the end of September. In it the merchants employed the outlaws, whom the fear of punishment had driven to take refuge in these wilds, and who were compelled by their position to be faithful servants. These men underwent great hardships and incurred great dangers. Forced to wander far from

the little patches of millet they had raised for their support, they were even menaced by starvation, and by the wolf, the tiger, and the leopard; and not unfrequently the hardships were endured and the dangers were incurred in vain.

In the time of Taukuang ginseng was becoming yearly more scarce, and plants of any great age were rarely found. Finally, in order to arrest their utter extinction, the collection of the wild root was prohibited by Imperial edict. Steps were taken in Kirin to carry this order into effect, and measures were adopted to prevent the admission of the interdicted plant into China. Nevertheless, a very small quantity is still clandestinely collected to a considerable extent, however, in Russian territory.

The cultivation of ginseng, though allowed, is not encouraged; it is, in fact, hardly recognized as ginseng, as the tariffs of the various native custom-houses class it under the general heading of medicine. This course is not altogether unreasonable. The side branches of the cultivated plant are frequently broken off, and its premature growth and the means made use of to expedite its development often efface the resemblance from which it derives its name. With a view to produce a false appearance of age, hair is tied tightly round the upper portions of the root; but a practised eye can easily detect the deception.

Ginseng is cultivated in Manchuria and in the Corea. The average Corean cultivated ginseng is superior to the average Manchurian; 84 piculs 27 catties of Manchurian ginseng were exported in foreign vessels during the past year; the value was not 2 taels a catty.

The value of the import trade for the season, or seven months and a-half of 1865, exceeded the value of the import trade for the six months of 1864, by one million of taels. The value of the import trade for the past year, after deducting treasure and re-exports, was 1,665,376 taels. The value of the import trade during the six months of 1864, after deducting re-exports, treasure not being included in the returns, was 678,510 taels. There is reason for believing that were we in possession of returns of the entire import trade for the 1864 season, we should find that it did not attain to one half of the value of that of last year. The enormous advance which thus distinguished 1865, was chiefly owing to the increased importation of opium. Foreign vessels brought 1,522 peculs of opium, nine tenths of which were Malwa, to Ying-tzu, last year, whilst the Returns for the six months of 1864, show the arrival of only 506 piculs. English manufactures also contributed their share. In 1865, 54,939 pieces of English cotton fabrics were imported, against 27,287 pieces during the six months of 1864. Yet native manufactures have in no way suffered. No Nankeens reached Ying-tzu in foreign vessels during the six months of 1864; whilst 1,016 piculs valued at 25,400 taels., arrived in 1865. The demand for American cotton manufactures, on the other hand, seems to have been small. Only 770 pieces of American drills have reached Ying-tzu since the establishment of the foreign inspectorate. The consumption of English woollen manufactures has been characterized by an increase. The Returns for 1865 show the arrival of 7,374 pieces, against 2,870 pieces during the six months of 1864. Foreign iron has greatly advanced; 14,808 piculs of bar and nail rod iron arrived in 1865, against 2,905 piculs during the six months of 1864. It is principally employed in the construction and repair of the waggons and carts, which are the ordinary means of transport in this province. In autumn the roads are cut up by ruts, frequently over 3 feet deep. These ruts are hardened by frost, and the traffic rarely obliterates them and levels the highways until a third of the winter is over. The thousands of vehicles which are perpetually, night and day, passing to and fro, must therefore be

of great strength; and the cart in which a gentleman travels from Ying-tzu to Moukden, is built as solidly as the stoutest dray that ever crossed the Thames. Sugar, the most important native product which arrives here, shows a slight increase. 47,249 piculs were imported during the season of 1865, and only 34,200 piculs during the six months of 1864.

The foregoing figures do not altogether represent an increased consumption of the various commodities. They are doubtless partly due to the growing popularity of foreign shipping. Since the opening of Ying-tzu, foreign vessels have of course yearly been more appreciated. They have not only diminished by one half the tonnage of the native craft of this port, but have, to a certain extent, usurped the trade of the junks resorting to Ta-ku-shan, the principal port at the head of the Yellow Sea. But after making every allowance for this substitution, it cannot be denied that a great development of the import trade took place during the last year. The exhaustion of existing stocks and lower prices, have unquestionably stimulated the sale of piece goods, but the advance in the entire trade can only be attributed to the augmented wealth of the cultivated districts of this province and of the colonial tract of south-eastern Mongolia, arising from the increased demand and higher prices paid for their produce. The improved position of the inhabitants is placed in a striking light by the growing use of little family luxuries, and of a more expensive description of household utensils. Rude and uncleanly lamps and candlesticks of iron have given way to neater and more showy articles manufactured of tin. The quantity of that metal imported in 1865 is five times as large as the quantity imported in 1864. Matches are taking the place of the clumsy stone and steel. 13,000 tael worth were sold in 1865, and not a 1,000 tael worth in 1864. During the past year 3,369 taels were devoted to the purchase of foreign needles, whilst only 72 taels were thus expended during the preceding year. 75,000 mirrors were bought in 1865, and only 42,000 in 1864. The maidens of Mongolia and Manchuria were able to double their use of rouge and silk ribbons. 154 piculs of the former were imported in 1865, against 71 piculs in 1864; and 20 piculs of the latter against 10 piculs in 1864. On the other hand that dread of future expense which characterizes even the richest Chinese, retards the employment of window glass. It is objected to, not on account of the high cost, but on account of the impossibility of repairing it. A strip of paper to mend a crack in a paper window cost but one or two cash, whilst a pane of glass, to replace a broken one, costs several hundred. No foreigners forward imports to the interior. A large Swatow firm, however, to which almost two thirds of the drug that reaches Ying-tzu are consigned, and which may be said therefore to rule the opium market, finds it, as I have already mentioned, profitable to have an agency at Moukden.

The probability of this import trade continuing to grow each year, until Ying-tzu eventually becomes a great mart for the products of foreign countries, is a question of some interest. It cannot be concealed that this province is a poor one. The older inhabited southern districts are mostly sterile and mountainous; the value and quantity of silk they produce is nothing in proportion to the extent of country and of population; and the plain of the Sua-muren, has benefited to only a limited extent, by the increased demand and higher price paid for pulse. Moukden is the sole exception. Its ancient importance, its position as the residence of many and exalted officials, and as the point from which highways diverge to all points of the Empire, long ago recommended it to those natives of Shansi who are constantly seeking safe and lucrative

investments for their capital. To them Moukden is indebted for having become the storehouse of the produce which Mongolia and Manchuria send to the southern and central provinces; and it is their presence which converted Moukden into the entrepôt for the commodities which these provinces send back in return. Commercial prosperity has augmented the general wealth of the place, and its inhabitants are able to indulge in luxuries from which their poorer countrymen are compelled to abstain. Still, it is that colonised tract of south-eastern Mongolia, in which the largest quantities of pulse are produced,—which is the principal consumer of the shirtings, and the lustres, and the opium, that arrive here. Owing to the greater value of the fruits of their labour, these Mongolian colonists are growing yearly in wealth, and with their growth in wealth, the sale of the products of foreign countries is certain to expand. At the same time there is little doubt that the colonization of the north-eastern portion of the Empire is advancing with wonderful rapidity. But on the other hand, there is also little doubt, that once certain limits are overstepped, the advantages which will accrue to this port become questionable. To the north-west of the fruitful region which now draws its supplies from Ying-tzu, are mountains, the feet of which are touched by the desert of Gobi, and the ancient course of trade, and the features of the country, will ever induce the inhabitants of the Khanates across the desert to satisfy their scanty wants at the great market of Kiachta. As of old the western parts of Inner Mongolia will be provided by the dealers who resort to Hankow and to Tientsin. To the east are other mountains, and to the north-east are mountains and another desert, the arid plateau of the Korchin, beyond which the emigrant finds himself in the well watered valleys of Kirin and of Tsi-tsi-har, through which twenty streams flow to join the Amoor. But these valleys, well watered as they are, are scourged by a climate which neutralises their many other advantages. The Songari, and the Normi, and the Hurks, flow through arable prairies; their current is slow,—they are free from shallows and rapids,—and are in every way well adapted for navigation. But the most persevering and enterprising colonist can do little in a country where frost withers the grass in August, where snows falls in September, and where the ground is frozen 7 feet deep from October to April. And the extreme cold reaches even to those districts of Kiran, which are in the same latitude as the most fertile portion of Mongolia. This incongruity has been attributed to the proximity of the Shan-alin, or Long White Mountains the northern slopes of which are covered with perennial snow. It is thus uncertain whether the utmost exertions of the colonists will ever win from these inclement regions that superfluity of substance without which the products of foreign countries are unattainable to them. And it is, moreover, uncertain whether, if their labours are unexpectedly profitable, they will find it expedient to convey the produce to the banks of the Sua-muren. Russian steamers have penetrated to the capital of Kirin, and though the mouth of the Amoor is ice-locked from November to May, there are Russian ports below Nicolayeosk, which are closed merely for two months, or which are not closed at all. Vladimir Bay is shut only from the middle of December to the middle of February; and Port Seymour, now an important naval station, and the harbours of Victoria and D'Anville Bays, remain always open. Years ago the journeys of M. de la Brunière and of Mr. Venault, proved that communication between the lower valleys of the Songari and of the Usuri was practicable, and that, with a denser population, it would be not only practicable but easy. In 1858 the explorations of M. Verciukof, quoted by M. Ravenstein, showed that the difficulty of crossing from the Usuri to the sea had been greatly exaggerated, and that

Russia has acquired the richest and mildest tract of northern Manchuria. Of the valleys of the two affluents of the Usuri, along which he travelled, one was well wooded with oaks and elms; the other was inhabited by Chinese squatters who grew wheat, and millet, and barley, hemp, and vegetables. The mountains were low, and cedars among other trees adorned the slopes. Bordering the stream which flowed on the other side towards the sea, were many fertile prairies well adapted for settlers. Passes intersect the ridge at Vladimir Bay and at Port Seymour, but there can be little question that, if a wise course is pursued by the Russian authorities, either Vladivostok in Victoria Bay, or perhaps a more southern harbour in D'Anville Bay, will eventually become the chief commercial station on the western coast of the Japanese sea. A few miles below D'Anville Bay is the River Tu-mên, the north-eastern boundary of the Corea; and on the Tu-mên, a few miles above its mouth, is Hun-ch'un, one of the two towns at which, at fixed times, lawful trade is permitted to be carried on between the Coreans and the Chinese. From Hun-ch'un roads diverge to the town of Kirin, to Ninguta on the Hurka, and to Lake Hinka on the Usuri. Thus a regular communication unites Hun-ch'un, and consequently D'Anville Bay, with the most important of the incompletely colonised districts and a settlement a little distance from the Tu-mên,—enjoying the many advantages that entire freedom from ice bestows,—could well compete with Ying-tzu for their custom. D'Anville Bay possesses the first requisite of commercial success. It has something to tempt the visits of traders,—something to offer them in return for what they bring. Nature has endowed it plentifully with that edible seaweed of which such enormous quantities now reach China from Japan.

When we cross the Tu-mên we are among a strange people, of whom little more is known than of the natives of Central Africa. Yet ten Roman Catholic priests are believed to be scattered through the Corea; two are said to be residing in the capital, and four are known to have crossed from Cne-foo in 1865. It is to be regretted that the desire of contributing to the advancement of general knowledge has not stimulated these enterprising men to tread in the footsteps of those illustrious servants of religion, from whom, for so many years, Europe learned all she knew regarding China. During the past year an English missionary passed some months cruising in a junk along the western Korean coast, and it is to be hoped that the public will be enabled to enjoy the curious and novel information which he must have collected.

The northern boundaries of the Corea are not often clearly defined in maps. The boundary line starts from the mouth of the Tu-mên, and follows that river to its sources in the Shan-alin Mountains. It runs along the base of these mountains to the source of the Ya-lu, which stream is the line of demarcation to the head of the Yellow Sea. So far as can be ascertained, the Corea is poor and sterile, and the inhabitants are peaceful, indolent, and easily contented. Trade with the outer world is carried on through five channels:—Through the Japanese factory on the southern coast; through the fairs at Teng-huang-cheng, in the south-east of Teng-tien; and at Aun-chun, through the merchants who accompany the annual Embassies to Peking; and through the Shan-tung junks engaged in a contraband traffic on the Korean coast. The Japanese are now reported to be draining the country of the precious metals, more especially of silver, which they in most cases insist on receiving in exchange for the tea and the lacquered ware, and the various fabrics that they offer for sale. At Teng-huang-cheng there are three trading periods each year; one in the third moon, one in the ninth moon, and one in the twelfth moon. The

Coreans bring to these fairs their paper, which much resembles that of Japan, and is used in the windows of the wealthier classes in Manchuria and the northern provinces. It is highly prized on account of its strength and its imperviousness to damp. They bring also their cotton cloths, which are even more durable than the famous manufactures of Central China; and a little gold, a little ginseng, and tiger-skins. They take away miscellaneous native products, and piece-goods of different classes. The only drug which enters the Corea also passes through Teng-huang-cheng, and as the quantity is small, the consumption of opium by this secluded race must be limited. At Hun-chun the fair is conducted on the purest principles of barter. The mules and asses, the dogs and leather of Manchuria, and a certain proportion of foreign goods, are exchanged for the oxen and ponies, the cloth and the paper, of the Corea. The fair takes place in the twelfth moon of each year, and business is carried on under the supervision of two officers who are despatched expressly from Peking by the Board of Civil Office. Corea sends annually two Missions to Peking; one in the ninth moon and one in the twelfth moon; two merchants attach themselves to the first, but long lines of carts may be seen following in the train of the Embassy which usually passes through Moukden in January. These carts are laden with paper, cloth, and ginseng. Probably eight-tenths of the Corean ginseng that reaches China is admitted in this way. They return with miscellaneous native products and foreign fabrics. Though trading on the journey is not prohibited, it is seemingly rarely resorted to. Their adherence to ancient customs induces them to still procure in the capital articles which, during recent years at least, might be purchased more cheaply in this province.

About twenty Shan-tung junks laden with foreign cotton piece-goods cruise each year along the western Korean coast. It is estimated that about 8,000 pieces thus cross the Yellow Sea. The traders are always desirous of receiving ginseng in exchange; when, however, the quantities offered of it are insufficient, they accept sea-weed and shell-fish. In these transactions money is unknown; a piece of shirtings will purchase so many sticks of ginseng or so many peculs of sea-weed. The traffic is strictly repressed by the Korean Government, and natives detected in the prosecution of it are punished by death. Cotton of a fine quality is grown in the Corea, but it would appear to be inadequate for the wants of the inhabitants. The quantity of foreign fabrics which they yearly buy greatly exceeds the quantity of native cloth which they yearly sell. The future of the Corea lies in the expansion of the sea-weed trade, in the production of silk, and in the improvement of her gold-mines. In 1864, nearly 500,000 taels' worth of sea-weed reached Shanghae alone from Japan; and as an exporter of this strange article of food, the Corea might well compete with Nippon and with Yesso. She possesses both the shrub oak and the mulberry; her gold-mines are known to be numerous, and all inquiries would lead to the conclusion that if properly worked they would be rich. The great obstacle to progress is the character of the people. After centuries of seclusion, the Japanese was found as industrious and as enterprising as the most industrious and enterprising of Western races? but the Korean reminds those who see him of the sluggish and apathetic Mongol. Inter-course with a superior race must teach them the value of their resources, and the best means of developing them. But it is beyond the question to inquire to what magnitude foreign trade may then attain. There can be little doubt that it will be in no way connected with this port.

In the meantime, we cannot ignore that Vladivostok, or a more southern Settlement in D'Anville Bay, enjoys great facilities for supplying the, at present, limited wants of the Corea. The Russian is not an unknown

name on the southern bank of the Tu-mên; and if Hun-chun even partially takes the place of Teng-huang-cheng, the trade of this port will, under present circumstances, proportionately suffer; for the dealers of Teng-huang-cheng now provide themselves with opium and with piece-goods at Moukden and at Ying-tzu. Their paper and their Corean cloth are ordinarily disposed of at the former city for provincial distribution and consumption; but some ginseng and some tiger-skins are not unfrequently bartered away here. Indeed, tawny rows of tiger-skins dangling over the open fronts of the great retailing shops in the main street are no uncertain sign that dealers from the South-east have made their appearance. No Corean ginseng is exported in foreign vessels; owing to the high duty to which it is liable, it is, I fear, chiefly smuggled away in junks.

But it is not only the growth of Hun-chun that is to be dreaded. There are grounds for believing that if Teng-huang-cheng maintains its old importance, its trade will eventually revert to Ta-ku-shan. Ta-ku-shan is the most eastern Chinese port on the Yellow Sea, and is about forty miles distant from Teng-huang-cheng. It is situated at the mouth of the Yang-ho, a short and impetuous mountain stream; but thirty miles east of the Yang-ho is the mouth of the Ya-lu. The change which has recently taken place is to be attributed to the greater wealth and commercial prosperity of this town, and of Moukden affording the dealers better facilities for the disposal of their Corean wares—to the portable character of these wares—to the large selection of imports offered at Ying-tzu and at the latter city—and to the economy arising from their conveyance here being effected by foreign vessels counterbalancing the cost of 150 miles of land carriage.

At present the Western or Chinese half of the Ya-lu valley is inhabited by hardy but somewhat lawless settlers, who mainly support existence by felling timber. They float it to the mouth of the Ya-lu, whence the junks of Ta-ku-shan ship it to Shan-tung and to Chih-li. But the valley of the Ya-lu possesses a great superiority over Northern Manchuria, and over those narrow ravines and sterile slopes which are the distinguishing features of the more south-western portions of Ting-tun. Though of little width near the sea, it higher up expands into a wide and level plain, from which the peaks of Shan-alin ward off those bitter north winds that accelerate winter in Kirin and in Tsi-tsi-har. As years pass on, and as the forests are cleared away, and as settlers increase in number, agriculture will be resorted to, and pulse, for which the soil of the milder portions of this part of Asia is so admirably adapted, will be cultivated in large quantities. Will this pulse be shipped from Ta-ku-shan, or will it be shipped from Ying-tzu? Owing to the ancient and close relations existing between the rearers and the agents of the Shan-tung weavers, and doubtless also to the short time occupied by the voyage, even silk cocoons, precious and portable as they are, are still forwarded in junks to Che-foo; and the actual currents of traffic on the whole demonstrate that whilst the conveyance to the port of discharge in foreign vessels merely just compensates for an expensive and tedious land transport of articles that are light in proportion to their value, it is far more economical to ship heavy and cumbrous commodities in junks from an adjacent port, than in foreign vessels from a distant one lying at the other end of the province, and on the other side of a range of mountains. We are therefore fairly justified in assuming that Ta-ku-shan will not forfeit the advantages to which it is entitled by its position, as the natural outlet of the products of the Ya-lu valley; and if it be from Ta-ku-shan that the pulse is exported, it is most assuredly to Ta-ku-shan that the equivalent proportion of imports will return. Not only would a remunerative export freight be too exorbitant

if the junks were to come back in ballast, but even now the squatters and farmers who resort to these southern ports are paid, in various commodities of which they may stand in need, for nine-tenths of the value of their wood and of their pulse; and the seaboard dealers too highly appreciate the double profit that accrues to them, to allow of a change of system. When Ta-ku-shan thus becomes the centre of a great export and of a great import trade, it will present to the merchants of the neighbouring city that large selection and those facilities the absence of which has now induced them to desert to the North. The superiority which Ying-tzu and Moukden must still retain will be neutralized by the proximity of their Southern rival; and the Gulf of Liao-tung will be forced to restore to the Yellow Sea the commerce of which she has robbed her.

The import trade of Ying-tzu will probably advance until it equals the export trade in value. But there the advance will be arrested farther, and no great development of the export trade can be anticipated. So far as it is possible to form an opinion to-day, there is but little prospect of shipments of coal or of silk ever proving remunerative; few producing districts that are likely to send produce to Ying-tzu are not now doing so; and after all, the extent to which, in a certain area, a large demand and high prices can stimulate cultivation is but limited.

If a dense and industrious population vanquishes an arctic climate, and extorts unlooked-for treasures from the inclement regions of the North; if the woods of the sheltered plain through which the Ya-lu flows are swept away, and other and more useful fruits are gathered from its soil; and if an improved civilization develops the resources of the secluded country to the South,—they will each find nearer and more convenient channels for disposing of their superfluous wealth, and for satisfying the wants which the possession of it will create.

(Signed)

A. MACPHERSON,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Tien-tsin for the Year 1865.

Office of Maritime Customs,

Tien-tsin, January 31, 1866.

Sir,

BUSINESS of importance taking me away from Tientsin before the final close of the port, I am prevented from entering very minutely into the state of trade for the year 1865, as compared with that of 1864, the accounts for the year then not having been completed. I will, however, endeavour to furnish such data as may enable the reader to form a tolerably correct idea of its progress and development.

An accurate estimate of the trade of the port of Tientsin and of its value to the foreigner, can only be obtained by a comparison of the present with the past three or four years. The Foreign Inspectorate has been established now nearly four years, and careful record has been kept during that period of the several imports and exports passed through the Office of Foreign Customs. By reference to them, therefore, we shall observe the yearly fluctuations in the market, and be enabled to deduce much useful and varied information. I propose to look back over the returns for 1862 to 1864, and form a comparative table for the import of opium and cotton piece goods,—articles in which foreigners are mostly interested. In the following Table I make no distinction between those imported from foreign or native ports, but include them all under one heading :—

Goods.		1861.	1862.	1863.	1864.	1865.
Grey shirtings ...	Pieces ...	891,468	465,837	86,151	164,359	515,899
White shirtings .	...	199,762	119,902	30,257	72,135	124,907
Dyed shirtings ...	...	49,090	80,371	964	14,948	18,880
White spots and brocades	...	103,165	108,346	4,897	13,139	24,897
T-cloths, 24 yards	...	160,596	169,277	21,599	36,520	85,884
Drills, American	...	92,615	56,076	3,705	1,940	3,530
Turkey red cambrics	...	2,898	7,525	18,000	6,860	19,177
Lastings...	...	4,472	717	797	2,322	2,648
Lastings, imitation	...	...	...	142	10,185	9,401
Long ells .	...	2,907	3,210	3,486	1,345	540
Spanish stripes .	...	1,725	3,043	1,328	6,910	6,290
Camlets, English	...	2,775	4,326	3,042	4,661	10,297
Malwa ...	Piculs	1,432 0	3,389 0	3,571 49	2,674 0	4,349 50
Patna ...	...	...	268 80	63 6	152 64	717 63
Benares ...	...	...	...	...	9 60	364 80
Turkey ...	...	...	...	...	...	18 46
Persian ...	...	...	...	...	...	108 50
Prepared opium .	...	...	84 0	98 59	42 92	65 18½
Native opium ...	...	...	...	15 81	...	...

We see by the foregoing that the demand for cotton manufactures after the first year, 1861, rapidly declined, until in 1863 it reached its minimum, the single article of grey shirtings showing a difference of upwards of 800,000 pieces. From 1863 until the present its increase has been almost as rapid as its previous decline, and we have every reason to expect a still further advance. The present price of foreign piece goods, although much lower than in 1864, still prevents the lower class of Chinese from becoming purchasers. To the American war, and consequent scarcity of cotton, must doubtless be attributed this great falling off during the years 1863 and 1864, as we find that on the cessation of active hostilities in America the consumption of grey shirtings is tripled, and that of white shirtings is largely increased, as is seen by comparing the years 1864 and 1865. But this trade, although it has reached its present dimensions, is of little value to the foreign merchant, so long as it is carried on on its present system. Tientsin, although one of the largest consuming ports for foreign manufactures in China, receives nearly all its supplies from Shanghai. The Chinese merchant is therefore in the habit of proceeding direct to Shanghai to purchase his stock, thereby escaping the extra charges necessarily made by the foreign agent in Tientsin, and is in this manner enabled to undersell his foreign competitor. Should a direct trade, however, be opened with Europe, this might be obviated, with evident benefit to both foreigner and Chinaman, as it would enable the former to supply the market of the latter with foreign produce at a lower rate than the same could be purchased at Shanghai. Compare the consumption of cotton goods at Tientsin in 1864, with that at several of the other ports, and the result will be found very favourable to the former.

Goods.		Shanghai.	Canton.	Swatow.	Amoy.	Foo-chow.	Tien-tsin.
Grey shirtings ...	Pieces ...	550,391	44,216	20,986	24,972	47,627	164,359
White shirtings .	...	212,286	42,376	8,387	13,602	16,182	72,135
Dyed shirtings ...	...	72,735	14,437	2,700	5,154	2,585	14,948
T-cloths, 24 yards	...	171,340	22,352	7,000	2,334	57,989	36,520
Turkey red cloth	...	15,685	192	910	5,390	4,088	5,840

Of the 550,391 pieces of grey shirtings imported into Shanghai, no less than 163,000 were re-exported to Tientsin, 39,000 to Chefoo, 33 to Kiukiang, and nearly 149,000 to Hankow.

The above is sufficient to show the importance of Tientsin as a consumer of foreign manufactures, and to justify me in arriving at the conclusion that a direct trade could be carried on with Europe with benefit to all parties interested. Vessels of from 200 to 300 tons might be employed, and, if drawing less than 11 feet water, might come direct to

Tsze-chu-lin, and discharge their contents at the very godowns of the merchants. These vessels might be induced to make Takoo their final destination at a very little increased rate of freight over and above that which they would require if only bound to Shanghai. Merchandise thus brought into the market would avoid the heavy charges of coast freight, &c.

The great increase in the import of opium may be attributed to the effect of an Imperial edict, promulgated early in 1865, forbidding the growth and cultivation of the poppy in China. This edict, although it is not likely to entirely do away with the native drug, will go far towards reducing its quantity. Latterly, the cultivation of the poppy has been carried on to so great an extent, that the production of wheat, corn, &c., has suffered severely.

The foreign metals, needles, and matches imported into Tien-tsin during 1865, compare as follows with 1863 and 1864 :—

Goods.	1863.	1864.	1865.
Lead Piculs ..	1,735 43	5,802 7	13,192 4
Iron, manufactured	..	1 55	200 0
Steel " ..	451 72	3,714 10	4,049 26
Quicksilver "	..	221 87	237 06
Tin " ..	86 78	157 50	1,284 40
Tin plates "	715 20	983 36	3,510 23
Needles Pieces ..	20,545,000	141,563,000	309,575,000
Matches Gross ..	131,263	40,973	52,257

The great increase in lead, tin plates and tin may be observed. The consumption of needles is worthy of comment. In 1861 and 1862 the import was small, but since then it has increased to an astonishing extent. These needles find their way in large quantities to the Corea, bartered away in exchange for ginseng, and other Corean produce. The Chinese needle is made by the hand, and is consequently very rude and ill adapted for use. This trade has been found very remunerative. The remaining important articles of import, all native produce, are as follow :—

Goods.	1863.	1864.	1865.
Hemp Piculs ..	138 40	463 36	648 24
Paper, 1st quality	13,745 51	7,248 74	13,366 97
Ditto, 2nd quality	28,531 49	13,209 29	12,473 94
Sugar, brown "	21,367 4	87,315 0	70,920 39
Ditto, white "	19,822 17	64,413 0	78,608 38
Tea, black "	14,635 23	9,573 66	7,953 41
Ditto, green "	39 20	248 13	268 43
Brick tea "	12,197 53	12,035 44	12,359 16
Silk piece goods "	755 26	1,345 76	1,443 46
Silk ribbons "	137 61	535 63	436 81½

The trade in brick tea is entirely carried on by the Russian merchant; it comes from Hankow, viâ Shanghai, packed in baskets, and is thence transported into Russia viâ Kiachta, on the backs of camels. A considerable portion is consumed in Mongolia.

At present there is no direct trade with any foreign countries excepting Japan and Siam. The latter is utterly unimportant, only one ship having found its way from Bangkok during the year 1865.

Direct communication and trade with Japan is much on the increase, as may be seen by the adjoining Table. Fifteen vessels have arrived at the port direct from Japan during the year 1865, only nine having done so in 1864.

Goods.		1864.	1865.
Seaweed	Piculs ..	4,077 79	21,377 86
Tea dust .. ..	.. ..	587 9	1,192 34
Biche de mer, black	.. ..	57 11	10 89
Ditto, white .. ..	.. ..	119 0	326 58
Camphor .. ..	.. ..	381 60	25 12
Ginger .. ..	.. ..	165 0	310 80
Tea, black .. ..	.. ..	2,393 6	1,667 0

Of the above, tea dust and seaweed have been found highly remunerative.

The total value of the import trade at the port of Tien-tsin has been as follows, calculating from the establishment of the Foreign Inspectorate.

VALUE OF IMPORTS.

H. taels.			H. taels.		
1861	..	5,014,071	1864	..	7,645,422
1862	..	7,095,811	1865	..	11,852,437
1863	..	6,275,225			

Export Trade.—The exports from Tien-tsin are, compared with the imports, very small and insignificant, both in variety and value, and I fear there is not much prospect of a large development. The province of Chihli itself, compared with others far from productive, is bounded on all sides by land equally sterile. Shansi is notorious for its poverty of soil, producing little. Mongolia, with its immense extent of almost boundless prairie, can likewise furnish scarcely anything save sheep and cattle. The adjoining province of Shantung, although considerably smaller, is far more fertile than Chihli, as is apparent from the Government Return of Land Rents and Taxes. But only a very small portion of Shantung produce finds its way seaward by the port of Tien-tsin. By far the larger part is shipped at Yentai, the open port of Tung-chang-foo, and the Chinese port of Chiao-chou to the southward of the promontory. Chihli has therefore to depend on itself for its exports, receiving little assistance from the neighbouring and inland provinces.

That portion of Chihli traversed by the Grand Canal is unquestionably the most fertile. The immense tract of country stretching from Peking to the Great Wall is nothing but a rocky waste, scarcely capable, I should imagine, of supporting its scanty population. Coal, however, is found everywhere in considerable quantities, and if properly worked would no doubt yield a large return. The bituminous coal found in the neighbourhood of Peking burns almost as well as the English coal, and the mines are of great extent; but the mode of transport (on the backs of camels); together with the primitive means employed in mining, makes this supply very limited and costly, compared with what it might be if aided by capital and science. This coal is found about sixty miles from Peking cropping out of the sides of the hills. The people in the neighbourhood and the owners of the land are very poor, quite unable to lay out any capital to improve their property. Very little of this good coal finds its way to Tien-tsin, it being too expensive. Could it be laid down at a reasonable price, I believe it would be burnt on board the several steamers that frequent the port. The heavy duty, however, levied on native coal would be a great opponent to the development of this trade,—a trade that would yield a fine revenue, and give employment to a vast number of the native population, and would moreover be the means of inducing the Chinese themselves to turn their national industry into endeavouring to open out the mineral wealth of China. The only method by which this

great source of wealth could be really developed and turned to the benefit of the country, would be by laying out capital to a considerable extent in the construction of iron tramways, &c., for the transport of the coal, and machinery for the better working of the mines, all placed under the supervision of a competent and practical engineer. The great enemy to be contended against is water; and not having any proper means for draining it off, their excavations have not penetrated far below the surface, although horizontally their tunnelling extends to nearly two miles. Some time, I fear, will elapse before the Government will sanction such a politic step.

The principal exports from Tien-tsin may be seen by the following Table:—

Goods.	1863.	1864.	1865.
Alum, copperas .. Piculs ..	716 20	877 3	1,291 55
Apples and pears .. „ ..	2,417 76	3,575 80	5,425 96
Dates, black „ ..	5,583 34	998 0	7,102 3
Ditto, red „ ..	14,851 83	3,607 30	7,557 54
Grain „ ..	2,694 0	11,550 0	41,132 87
Horns, deer, young .. Pairs ..	122½	1,578 0	3,160½
Medicine Piculs ..	18,465 99	59,762 44	29,263 23
Seeds, melon „ ..	2,926 49	818 70	1,947 55
Ditto, sesamum „ ..	..	2,343 0	3,294 70
Soap „ ..	8,628 76	5,079 65	12,792 40
Tobacco „ ..	1,460 18	5,645 12	6,378 62
Cotton „ ..	2,366 8	67,282 19	62,758 91

The cultivation of cotton is carried on to a considerable extent all over Chihli; it is next to impossible, however, to calculate the quantity to any exactness, and the number of piculs exported is equally difficult to estimate. Much finds its way south by native junks, and the account kept of that portion is so imperfect, that correctness could not be arrived at. So far, however, as we are able to judge from our observation, trade in cotton is likely to remunerate as an export to the southern ports of China, Indian cotton finding a market in England, instead of as formerly in Canton.

The export of grain, principally to the southern ports of Swatow and Amoy, during the year 1865, far exceeds that of 1864; a sure proof of agricultural prosperity and plenty.

Tien-tsin is one of the largest exporters of medicines of every description, scarcely a vessel leaving the port without some on board, but their value is not great considering their weight. Young deer horns from Sheng-king, and ginseng, both native and from Corea, are the most valuable, but the quantity of the latter is very inconsiderable. These generally find a market in Canton.

The article known as fan-chien or soap, finds its way southwards, in quantities varying from 7,000 to 10,000 piculs per annum. This is a kind of animal alkali or li, found on the borders of Mongolia, in the neighbourhood of Chang-chia-k'ou. It is brought down in large blocks of two piculs each on the backs of camels, each animal carrying two blocks, but it is a very imperfect substitute for foreign soap. The export of skins is very large and varied. The principal are sheep, lamb, fox, and squirrel. Sables come principally from Sheng-king and the Corea, and may be purchased in considerable numbers. The manufacture of felt is carried on at several places in the north of China. At Suen-hwa-foo there is a large establishment kept, besides others of less note. Felt is used for many purposes; for carpeting tents in Mongolia, caps, stockings, &c.

It varies much in quality, but is not to be compared to the foreign felt. The export of wool, both sheep and camel, is at present so small as to be scarcely worthy of mention. All that reaches Tien-tsin comes from Mongolia, from the neighbourhood and beyond La-ma-miao. The best camels' wool finds a market in Russia, where it is, amongst other uses, employed for padding clothes, it being considered warmer than cotton. The camels' wool exported from Tien-tsin is of a most inferior quality, dirty, and plentifully mixed with hair; its value averages about 5 taels a picul. The superior kind can be purchased in Mongolia at the rate of 10 or 11 taels per picul. Many camels are kept for the sole purpose of collecting the fleeces; the wool of those employed for travelling and carrying burdens is of little or no value. A heavy fleece of a full-grown camel will not generally exceed 5 catties in weight. They shed their fleeces in spring.

La-ma-miao and Kuei-hua-chêng are the two great trading marts for the Chinese and Mongolians. During the winter every place wears a gloomy and dismal aspect; the intense cold confines the people to their homes, and all that can get away do so to some more favoured clime. Early in spring, however, everything bursts into life. Merchants come from all parts to traffic. Foreign and country goods are bartered away for sheep, cattle, wools, &c. Brick tea is in great demand, being far more sought after than money. Money is of little value to the Mongols: their wants are few and easily supplied, being sparing and frugal in the extreme, and, like most pastoral people, care little for the luxuries of life, possibly from their ignorance of them. Simple and kind in their habits and dispositions, the traveller will always find himself welcome in the poorest encampment. The encampments seldom exceed 25 persons, old and young. Their tents are of felt, of circular form, with a fire on the ground in the centre, and a hole in the roof for the smoke to escape. The dung of sheep, cattle, and horses found in the prairies is the only fuel that is to be procured in Mongolia; it gives very little heat, and emits an odour far from agreeable. In each encampment there is a certain number of Lama priests. The Mongolian, if not a soldier, is bound to a life of celibacy and priesthood, the proportion of each being fixed by law and custom.

To see Mongolia to perfection it should be visited in either spring or autumn. The climate is then magnificent, and the fine pastures are covered with countless herds of sheep and cattle. Not a tree to be seen, the eye wanders over almost unlimited space. The sky without a cloud, and the air of that peculiar pure and buoyant character so seldom met with in any part of the world. I was reminded of the high lands in Australia and California, compared to which no better climate can exist. The plain of Mongolia, I should say, is between 4,000 to 5,000 feet above the level of the sea. There are three passes into Mongolia from Tien-tsin,—one by Chang-chia-k'ou, one by Tu-shih-k'ou, and the last by Ku-pei-k'ou. Of these the first is the most easy, the second the most difficult, and the third the largest and most picturesque. At Chang-chia-k'ou, several Russians are established, carrying on a formidable trade or rather forwarding agency. The merchant who wishes to proceed to La-ma-miao from Tien-tsin always selects the Ku-pei-k'ou route, as the most direct, but should his business call him to Kwei-hwa-chêng, he would choose Ching-chia-k'ou. Either road can be travelled by cart, although in some places it is very bad and rocky. Merchandise, however, is universally carried up and down on the backs of camels. Many hundreds of these patient and useful animals may be met with every day. They travel

much by night: they are not rapid in their movements, but persevering and untiring. A strong laden camel can travel at the rate of about 60 li for several successive days. Camels are fastened one to the other by a cord passing from the pack of the leading camel to a ring through the nose of the one following in rear. In this way perhaps as many as twenty may be met with, one or two of them ridden by their keepers. A steady old camel leads the way, and the rest follow with that peculiar stealthy noiseless step that scarcely gives notice of their approach. By moonlight, if such a caravan is met with, it has a singularly ghost-like appearance. The price of camels vary from 20 to 30 taels each. Some of these animals are very vicious in their habits, and are obliged to have their mouths confined by nose bags to prevent them biting their keepers, but these are exceptions. Jê-h'o is a considerable place, about four days from Peking, and of trade second only to La-ma-miao; it is quite in the mountainous country, surrounded by mountains of various heights and peculiar shape, to several of which the Chinese attach peculiar significance, and many a legend is told of them. From La-ma-miao, Jê-h'o can be reached in about seven days; the whole distance is a gradual descent down a mountain gap, which in spring or autumn must be of great beauty. Jê-h'o is famous for the Emperor's winter palace, and for its temples, all built by the Emperor Chien-lung, said to be the finest in China, excepting the Confucian; their exterior is peculiar—a simple square of great size with flat roofs. In the one I saw there was a figure of Budh upwards of 70 feet in height, exceeding that in Peking in size, and covered with gold without a flaw, though upwards of a 100 years old. The gold was said to be nearly the thickness of a copper cash. I obtained admittance quite by accident, for generally these temples are closed to the foreigner. In winter the cold in Mongolia is so excessive, that strong spirit freezes; it has been seen hanging in icicles from a cart when a bottle chanced to be broken.

Among the exports from Mongolia, mushrooms may be noted; nearly 340 piculs left the port in 1864. They are esteemed a great delicacy, and their price is far beyond the means of the poorer classes.

The total value of the Export Trade at this port since the establishment of the foreign customs is as follows:—

VALUE of Exports, not including Treasure.

	H. taels.		H. taels.
1861 ..	461,573	1864 .	1,710,786
1862 ..	407,491	1865 .	1,691,961
1863 ..	913,217		

Total value of imports and exports during the same period:—

TOTAL Value, Treasure not included.

	H. taels.		H. taels.
1861 ..	5,475,644	1864 .	9,376,208
1862 ..	7,503,302	1865 .	13,544,353
1863 ..	7,188,442		

TREASURE Return.

Import of treasure during the year 1865, from Shanghai and Che-foo	Taels.
Export of treasure during the year 1865, to Shanghai, Che-foo, and Hong Kong	129,900
	3,571,641

Shipping.

The return of shipping for the last five years is very favourable, showing a steady increase since 1862, as follows:—

	Vessels.	Tons.
1861	111	26,561
1862	87	21,921
1863	134	36,276
1864	185	45,968
1865	209	60,049

Of these, in 1865, 102 were British vessels, 98 sundry, and 9 American. Of the British vessels, 67 were steamers, all either from Shanghai or Hong Kong.

General Remarks.

The disadvantages of Tien-tsin as a port of trade are few, and could be easily overcome. The bar at the entrance of the river is not a dangerous one, but the excessive lowness of the land at Taku renders it necessary to establish a lightship or beacon, of such dimensions as to be clearly visible from some considerable distance. The land from Tien-tsin to Taku, a distance of some 37 miles, is nothing but an extensive alluvial deposit, with not a hillock or mound of any description. At Taku the land is so flat as to make it very difficult for a stranger to detect the entrance to the river. There are two anchorages, an outer and an inner. The outer anchorage extends from the Customs' junk to three miles outside the bar, seaward; and the inner from Leang-chia-yuen on the south, to the Customs' jetty, Tsze-chu-lin, on the north. The river from Taku to Tien-tsin is not easily navigated, owing to its circuitous course. So excessive is this, that although the distance from Taku to Tsze-chu-lin by the road is only 34 miles, by water it is upwards of 60. Sailing vessels of or under 11 feet draught may find sufficient water, and steamers of 11 feet 6 inches draught have been known to come to the settlement almost without a check at the period of spring tides. The sailing vessels frequenting the port are generally continental, of a small handy build, averaging about 210 tons. The trade in foreign goods, so long as Shanghai is acknowledged as its emporium, must be entirely carried on by steamers. The Chinese themselves have the greatest confidence in them, and the passenger traffic is very large. The land route is almost entirely abandoned now by all the Mandarins proceeding south from Peking, and scarcely a steamer leaves the port but some official of rank takes his passage.

Another fertile cause of mischief is the large junk trade carried on between Tien-tsin and the southern ports of Swatow, Amoy, &c. The vessels employed in this trade, from their awkward build and great size, are very difficult to manage in a tideway, consequently collisions in the river during 1865 have been very frequent. Stringent regulations were drawn up by Mr. Consul Mongan, and published for the information of the British Shipping Masters; and H. E. Chung-'Hou, the Superintendent of Customs, did so likewise for the Chinese junks, but the difficulties are not overcome. Active measures should be taken to secure that strict obedience be paid to these most salutary rules. Unfortunately, the port of Ko-ku, where all the southern junks discharge their cargo, is situated half-way between Taku and Tsze-chu-lin, at one of the most difficult bends

of the river, and as many as 150 large junks of great height and size arrive almost simultaneously about the end of July and beginning of August, and do not leave much before the middle of October. These vessels are sometimes moored 13 abreast, scarcely leaving room for a steamer to pass. Collisions in cases such as this cannot well be avoided, be the vessel ever so well handled. Rebellion being over now in Che-kiang province, we may expect large fleets of grain junks every year. This year, in the month of May, 40 arrived, and went crowded in a body up to Tien-tsin, anchoring in all parts of the river, making navigation both difficult and dangerous. Every year the number of these vessels is likely to increase, and if the same system be continued the river will be impassable. If only a certain number at a time were allowed to enter the river for the purpose of discharging their grain, all this might be obviated. Formerly, before the Yellow River had burst through its barriers, and when the Grand Canal was in good order the whole way from Chinkiang to Tien-tsin, all the southern grain junks found their way by the inland route. Now the Grand Canal is no longer of the use for which it was at first intended, and in future all grain from the south must pass inwards by the sea route. Although this great work is in such a sadly dilapidated state, still it is the real cause of Tien-tsin being such an important port. At no other port in China, if we except Shanghae and possibly Canton, is the water communication with the interior so good as at Tien-tsin; up to the month of June the canal is very shallow, passable only for small boats, but when the Yellow River is swollen, and overflowing with the melting of the snows in Thibet, meets with its tributary the canal at Chang-chiu, in Shantung, the stream rapidly increases, until it is deep enough in the month of July for large weight-carrying junks to proceed far away into the interior. The whole distance from Tien-tsin to Lin-tsing, 1000 li, is then covered with numbers of native craft of all sizes, tracked against the stream, laden with foreign goods and southern produce. From Lin-tsing the Wei-h'o meets the canal, and connects it with Ta-ming-foo and Honan. It is thus that the great Provinces of Honan, Shansi, and Shensi are supplied, as also the inland portion of Shantung, Tse-nan-foo, and Tung-chang-foo. This is the real cause why Tien-tsin is likely to be possibly the greatest consumer of foreign manufactures in China, as soon as the price of goods is cheap enough for the poorer classes to purchase.

The export of raw cotton, if it continues as it has begun, will also be a great source of prosperity to Chihli and to Tien-tsin, as it will put money into the hands of the poor agricultural labourer, and enable him to purchase in return the manufactured article.

The closing of the port during the winter months may be looked on as one of the greatest disadvantages, and much the more so as it is beyond human skill to surmount. The river, since we have been acquainted with it, freezes over at Taku about the 10th December, and re-opens about the 10th or 11th March. The river at Tsze-chu-lin is impassable for cargo boats possibly 10 days earlier. During these three months the mail reaches Tien-tsin with great uncertainty, as few steamers visit Che-foo, our nearest port of communication during the winter. If a direct line was opened between Chin-kiang and Tien-tsin by land, then there is no reason why the mail should not be delivered every fortnight even in the midst of winter. The distance from Chin-kiang to Tien-tsin can under ordinary circumstances be traversed in 18 days; if, therefore, the mail was forwarded direct to some agent at Chin-kiang from Shanghae, the rest would be easy. This latter route also, would not be so likely to be blocked up with snow,

—the snow falling far more heavily in the Shantung Promontory than it does farther inland.

I am, &c.

(Signed)

WM. BAKER,

To Robert Hart, Esq.,

Acting Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Che-foo for the Year 1865.

Office of Maritime Customs,

Che-foo, January 31, 1866.

Sir,

I HAVE the honour to address to you the following remarks on the trade of this port during 1865. The following figures will show its value as compared with that for 1864:—

IMPORTS.

	1865.	1864.
	Taels.	Taels.
Value of goods imported from foreign countries, less re-exports, and exclusive of opium and treasure ..	800,274	676,417
Value of opium imported from foreign countries, less re-exports.	51,376	265,104
Value of foreign goods imported from Chinese ports, less re-exports, and exclusive of opium and treasure ..	972,835	385,027
Value of opium imported from Chinese ports, less re-exports	1,518,423	516,042
Value of native goods imported from Chinese ports less re-exports.	1,178,482	1,465,530
	4,521,390	3,308,120

EXPORTS.

	1865.	1864.
	Taels.	Taels.
Value of native goods exported to foreign countries ..	535,065	890,147
Value of native goods exported to Chinese ports ..	1,993,941	1,868,400
	2,529,006	2,758,547

	1865.	1864.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Total imports	4,521,390	3,308,120	1,213,270	..
Total exports	2,529,006	2,758,547	..	229,541
Grand Total	7,050,396	6,066,667	1,213,270	229,541

A consideration of the above figures will show that the total value at this port during 1865, exceeded that of 1864 by nearly 1,000,000 taels, the value of imports showing an increase of about 1,200,000,—and that of exports a decrease of about 200,000 taels; such decrease having been caused by the diminished value of exports to foreign countries,—that of exports to Chinese ports being an improvement on 1864.

The object of stating separately the value of opium, is to call attention to the large increase in the import of that drug by steamers from Shanghai during the past year.

The total value of treasure imported during 1865 was 361,650 taels,

and that of treasure exported during the same period 1,209,376 taels. The returns for 1864 having reported the treasure for a portion of that year only, renders a comparison between the two years impracticable.

During 1865 464 vessels entered this port, total tonnage	150,401
And 444 vessels left	143,571
Whilst in 1864 448 vessels entered	138,884
And 452 vessels cleared	140,565
Thus in 1865 there was an increase of 16 vessels entered, and an increased tonnage of	11,517
And a decrease of 8 vessels cleared, but an increased tonnage of	3,006

	H. taels m. c. c.
The total duties collected during 1865 amounted to ..	243,514 1 8 2
And those collected during 1864 to	228,920 6 7 0

Showing an increase in 1865 of 14,593 5 1 2

The following comparative statement shows the increase or decrease of the principal articles of import during the year 1865 :—

Description of Goods.	1865.	1864.	Increase.	Decrease.
Opium Piculs ...	2,686 35	1,401	1,285 35	...
Cotton piece goods . . . Pieces ...	247,242	112,753	134,489	...
Woollens	4,972	5,681	...	709
Sugar, brown Piculs ...	129,935 73	129,486 6	...	69,550 33
" white	49,785 65	68,249 46	...	18,463 81
" candy	4,002 36	4,860 41	...	857 45
Seaweed	41,424 42	6,653 48	34,765 94	...
Iron, bar	7,855 64	7,051 45	804 19	...
" nail rod	4,797 13	6,773 65	...	1,976 52
Lead	9,875 15	8,398 43	1,476 72	...
Lead, white	1,674 19	6,210 28	...	4,536 9
Needles Pieces ...	26,316,000	1,632,200	24,683,800	...
Sapan wood Piculs ...	21,755 18	2,839 37	18,915 81	...
Paper, 2nd quality . . .	17,783 83	33,092 21	...	15,308 38
Tin	1,168 85	448 58	719 77	...

The above table shows an increase in the import of opium, cotton piece goods, seaweed, bar iron, lead, tin, sapanwood, and needles; and a decrease in that of woollens, brown and white sugar, sugar candy, nail rod iron, white lead, and coarse paper.

The reason of the much increased demand for foreign opium, is stated to be the recent prohibition of the cultivation of the poppy in Shansi, in which province a large quantity of native opium has been hitherto produced.

The large increase in the import of foreign cotton goods, is stated to have partly resulted from the disturbances caused by rebels having interfered with the manufacture of native cotton goods which are largely used in this province.

There appears to be a constantly increasing demand for seaweed as an article of food in this part of China, and the trade in Japan seaweed (hitherto much used here), has been considerably effected, and seems likely to be still more so, by the introduction of seaweed shipped at the Russian ports on the coast of Manchuria from four vessels having arrived here from Poissiet and two from Vladivostock (or Port May) during the past year, bringing together nearly 18,000 piculs of that article which has been sold at a lower price than, and is said to be preferred to, that from Japan.

Foreign goods, particularly white shirtings, American drills, sapanwood, pig lead, tin, and needles, are now shipped in junks here for Corea, which will account in a great measure for the increased demand for those articles. The goods on arrival in Corea are there bartered for ginseng, timber, and paper, which form a return cargo for the junks to this port.

The decrease in the import of white and brown sugar and sugar candy, is accounted for partly by increased transit dues in this province, but more especially by the high prices resulting from the plantations in the vicinity of Swatow having been much injured by inundations and from the cultivation of the sugar cane in the neighbourhood of Amoy having been interfered with by the presence of rebels.

The large decrease in the import of white lead is accounted for by the fact that it is now manufactured in this province.

From the following statement may be seen the increase or decrease of the principal articles of export during 1865, as compared with 1864:—

Description of Goods.				1865.	1864.	Increase.	Decrease.
Bean cake, Che-foo	...	Piculs	...	755,052 98	615,297 59	139,755 39	...
" Newchwang	...	"	...	1,272 0	23,953 96	...	22,681 96
Cotton	...	...	...	19,141 92	61,805 3	...	42,663 11
Silk, pongees	...	...	...	341 37	183 53	157 84	...
" raw	...	...	...	61 85	...	61 85	...
Peas	...	...	...	470,471 44	651,098 77	...	180,627 33
Wheat	...	...	...	59,538 95	14,240 54	45,298 41	...
Medicines	...	...	...	6,195 83	7,942 63	...	1,746 80
Dates	...	...	...	24,073 75	21,529 76	3,543 99	...
Tobacco, prepared	...	...	...	732 11	1,765 96	...	1,033 85
Vermicelli	...	...	...	31,378 12	24,313 75	7,064 37	...
Melon seeds	...	...	...	5,768 20	1,933 94	3,834 26	...

The above table shows an increase in the export of Chefoo bean cakes, silk pongees, raw silk, dates, melon seeds, wheat, and vermicelli; and a decrease in that of Newchang bean cakes, cotton, tobacco, and medicines.

The bean cakes made at Chefoo are much superior to those from Newchang, which may account for the increased export of the former and the decrease in the export of the latter. There has been a decrease in the receipts here of peas from Newchang during the past year, which is most generally accounted for by the shortness of the crops in that part of China. A growing aversion on the part of Chinese merchants to ship peas and bean cake in foreign bottoms for Shanghai is remarked here, and large quantities are now shipped for that port in native craft. This appears to have been caused by a proclamation issued at Shanghai during 1865.

The decrease in the export of cotton is doubtless owing, in a great measure, to the recent important political events in America, by which the demand for Chinese and Indian cotton in England will have considerably lessened, besides which, Tientsin would appear to offer a better market for this article of commerce, from the less expensive nature of the transit to that port.

A considerable portion of the goods imported here is carried by junks to the Ta Tsing Ho, not far from the mouth of which river a transshipment takes place to native vessels of lighter draught, which convey them to many marts in the interior, amongst the most important of which may be mentioned Tsi-nan-fu, Tung-chang-fu, Yen-chou-fu, Tsao-chou-fu, Tung-ping-chou, and even as far as Ta-ming-fu, in the province of Chih-li.

This information has been kindly furnished by a gentleman who has recently travelled from Peking by the Grand Canal to a point south of Tung-chang-fu, with the commercial importance of which city he was much impressed, as also with the facility of water communication in and between this and adjacent provinces. Goods from the interior are also brought to this port by the means above described.

The transshipment takes place at a point near Li-tsin-hsien, about twelve miles distant from the mouth of the Ta Tsing Ho, at which

there is a Chinese custom-house levying dues, known as the Ti'eh-mên-kwan.

The rates of freight hence to the coast ports south of this, have, on the whole, been lower than during 1864. In 1865, they appear to have reached their highest point in March, April, and May, but in the three following months there was comparatively small employment for foreign vessels. Several charters of foreign vessels have been entered into by Chinese merchants here; and the remark made in the Customs report of the trade of this port during 1864, to the effect that the bulk of that trade has been in the hands of Chinese merchants, is equally applicable to the year which has passed away.

The want of rain during the summer months by which the wheat harvest was much affected, the succeeding unusually heavy rains in the autumn, by which the crops of millet and Indian corn also suffered, and the presence of Nien-Fei or local rebels in certain districts, may reasonably be supposed to have exercised an influence unfavourable to trade in this province during the past year.

Since the closing of the P'ei-Ho, cotton has been brought here from the province of Chih-li both by mules and camels, which have returned laden with sugar, shirtings, and general merchandize.

The concession made during last year by the Chinese Government, in allowing foreign vessels, having paid tonnage dues in China, to trade to the open ports in Japan, and to return within four months of such payment to any of the open ports in China without prejudice to the tonnage dues certificates, must be looked upon as particularly beneficial to this port, from its trade with, and proximity to, that country.

I have, &c.

(Signed) T. G. LUSON,

To Robert Hart, Esq.,

Acting Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Hankow for the Year 1865.

*Office of Maritime Customs,
Hankow, January 31, 1866.*

Sir,

I BEG to submit for your consideration the subjoined report on trade at this port during the past year.

Imports.

The total value of the import trade of Hankow during 1865,—that of re-exports and treasures not included,—is 10,623,634 taels, of which amount 8,445,545 taels represent foreign, and 2,178,089 taels, native produce.

Treasure to the value of 1,047,934 taels, has been received here, against 3,202,950 taels exported, owing to the great improvement in the quality of the Hankow Sycee since the establishment of a Kung-ku and to the rate of exchange on Shanghai having ranged very low, at least a third of the amount exported left this during the last quarter of 1865. The high standard of our Sycee has led to much larger quantities being circulated up country, and to this may be attributed the falling off of 150,368 piculs, say 1,804,416 taels, in the importation of copper cash,—a rise in the price of this article at Chinkiang, none having been required as in 1864, for the purchase of cotton,—and a short tea crop, have also caused this decrease.

The following table shows the quantities of the principal imports during the years 1863, 1864, and 1865:

Goods.					1863.	1864.	1865.	
Camlets	..	..	..	Pieces	..	17,675	23,049	34,869
Drills	..	..	..	”	..	50,709	26,989	31,209
Lastings	..	..	..	”	..	7,507	9,568	12,563
Long ells	..	..	..	”	..	82,576	92,569	111,376
Opium	..	..	..	Piculs	..	1,466	2,018	3,485
Pepper, black	..	..	..	”	..	24,486	20,320	26,893
Seaweed, Japanese	..	..	..	”	..	80,488	115,655	62,353
Shirtings, dyed	..	..	..	Pieces	..	2,300	5,134	6,855
” figured	..	..	..	”	..	12,464	13,746	3,825
” grey	..	..	..	”	..	227,139	150,480	379,366
” white	..	..	..	”	..	57,854	39,359	60,999
Silk piece goods	..	..	..	Piculs	..	758	1,009	1,351
Spanish stripes	..	..	..	Pieces	..	23,752	22,185	20,661
Sugar	..	..	..	Piculs	..	153,353	153,486	136,793
T-cloths	..	..	..	Pieces	..	86,431	64,348	62,191

It will be seen on examining the foregoing table, that the hopes regarding the steady increase of the consumption of foreign piece goods so confidently entertained by those who had watched this port from its opening, have been fully realized. A peculiar feature of this branch of the import trade of 1865, is the purchase, by foreigners, for re-exportation to Shanghai, of about 12,000 pieces grey shirtings, consequent on the rise in the price of this article in England affecting that market. This stock was in the hands of native dealers who knew little or nothing of the operations of foreign markets and they readily parted with it as the non-credit system had had the effect of obstructing the ordinary course of trade, dealers not being willing to part with their money to purchase goods requiring some time to realize; they must necessarily yield in the end, as they were obliged to do when cotton piece goods rose in value in 1864; the previous year they had been accustomed to pay 2 taels 5 mace per piece for shirtings, of which they now take a larger supply at 4 taels, and 4 taels 5 mace. The Chinese are now using considerable quantities of cloth, more particularly the kind known as medium; in 1864, only 6,243 pieces of broad, Russian, and medium cloth were imported, whilst in 1865 this market consumed 9,842 pieces. It is worthy of notice that, notwithstanding the much higher rate of cost, the consumption of both woollen and cotton goods has increased about 50 per cent.

The demand for foreign opium is assuming yearly larger proportions; the Chinese authorities have prohibited the cultivation of the poppy in the Shansi and Sze-chuen province; first-class malwa fetched as high as 810 taels per picul in December last, the quantity on hand being very small.

The decrease in the importation of seaweed must be attributed to the large quantities brought here during 1864; at the commencement of last year stocks were reported as being very heavy.

In black pepper a brisk business has been done throughout the year at an average of 6 taels 8 mace per picul. The Sze-chuen merchants having been unable to return in time for their autumn purchases, this article did not rise in price as is usual at that period.

The importation of sugar has fallen off, as very heavy stocks were held at the end of 1864, and in consequence of supplies arriving from Sze-chuen which are offered at 3 taels per picul, whereas from 4 to 5 taels are demanded for other sugars.

Silk piece goods, chiefly from Hu-Chao in the Che-kiang province, have been in good request throughout the year, and show an increase of some 300 piculs over 1864.

Exports.

The total value of the export trade of Hankow during the past year is 12,685,231 taels, of which 2,054,694 taels were sent to Great Britain direct. Owing in a great measure to the deficient tea crop, 1865 shows a falling off of 763,082 taels as compared with 1864, and we would require to add 56,677 taels to our export values to equal the total of 1863.

Goods.				1863.	1864.	1865.
Charcoal	..	..	Piculs	93,113	67,614	52,510
Coal	..	..	..	172,262	117,419	78,978
Copper	..	..	..	2,814	1,789	410
Cotton	..	..	..	9,787	30,475	..
Fireworks	..	..	..	5,451	941	5,456
Fungus	..	..	..	4,836	7,085	7,075
Gall nuts	..	..	..	7,885	7,369	4,890
Grass cloth	..	..	..	401	1,148	1,107
Hemp	..	..	..	28,784	33,026	38,464
Lotus nuts	..	..	..	3,044	4,539	4,216
Medicine	..	..	..	45,635	31,616	32,232
Nankeens	..	..	..	548	1,115	1,940
Oil	..	..	..	98,295	92,952	173,796
Paper	..	..	..	40,457	37,070	35,345
Planks	..	..	Square feet	1,187,919	1,720,801	356,659
Poles	..	..	Pieces	935,139	1,170,526	246,962
Rhubarb	..	..	Piculs	8,326	9,413	5,786
Safflower	..	..	..	5,579	1,494	2,368
Silk, yellow	..	..	..	501	427	1,746
Tallow, vegetable	..	..	..	44,243	36,561	45,542
Tea	..	..	..	272,922	279,770	252,599
„ brick	..	..	..	32,072	12,167	14,583
„ dust	..	..	..	131	5,288	1,731
Tobacco, leaf	..	..	..	25,634	20,873	23,063
„ prepared	..	..	..	30,377	34,752	44,409
Varnish	..	..	..	1,704	2,325	3,798
Wax, vegetable	..	..	..	1,746	4,033	3,210

The above table will suffice to indicate the fluctuations which have taken place during the past three years in the amounts of the chief articles of export from Hankow. Regarding most of these changes I would merely remark, that it is impossible to account for them satisfactorily in the absence of reliable native information with respect to markets. As an instance of this, I need only mention the fact that native dealers complain of having sustained a loss of 30 per cent. on all their transactions in medicine during 1864, and of other markets being overstocked, yet the returns for last year show a slight increase in the quantity exported.

The decrease in the export of coal—all of which is, in fact, used by steamers running on the river—is due to an attempt on the part of native holders to exact an exorbitant price at a time when the supply was inadequate to the demand; foreign coal being just then cheap at Shanghai, whence export cargoes for the river ports were not heavy at the time, steamers took sufficient coal for the round trip, and for several months no Hankow coal was called for by these vessels. Since then, however, the energy of a French merchant at this port and his personal researches among the coal districts, have resulted in his furnishing a superior article

and in his succeeding in keeping a large stock always on hand. Although, up to the present time, the Hunan mines are not worked to any considerable depth, yet assays made by a scientific French gentleman, who lately visited this port, show that the best quality of coal contains 35 per cent. of volatile matter and 65 per cent. of coke; whilst the inferior kind yields 27 per cent. of the former and 73 per cent. of the latter. Labuan coal from an 11 feet seam, assayed in England, gave about the same results as this second quality Hunan coal, viz., 26.44 per cent. of volatile matter; consequently, Hankow need not fear a rival from that quarter, and it is to be hoped that the establishment of gas companies at Shanghai may lead to a demand which cannot fail to give increased vigour to this important article of the export trade of this port.

The disturbed state of Yun-nan, whence our supplies are drawn, has prevented any quantity from arriving during the past year.

Our cotton market has resumed its normal state as a consumer, in lieu of an exporter, as, by reference to the returns, it will be seen that 3,504 piculs have been received from Shanghai which have been sold at about 18 taels per picul. The bulk of this business has been carried on by Chinese, generally speaking, natives of Ningpo established here.

Gall nuts show a deficiency, as compared with 1864, of some 2,500 piculs, consequent, I believe, on the overstocked state of the Shanghai market. 1,425 piculs were sent to Great Britain, against 336 piculs shipped during 1864.

Whilst the exports of oil and vegetable tallow to Chinkiang and Shanghai were limited to moderate quantities, as was the case during the first semester of 1865, these goods showed a favourable margin, but large quantities having been shipped off during the second half-year, the markets at both the above ports became glutted, followed by the natural consequences.

The quantity of planks and poles dispatched in 1864, shows a far higher figure than that of last year; 102 rafts, to say nothing of the timber carried down by junks, left this in 1864, whereas in 1865, only 26 were cleared. The manner in which this trade was carried on (*vide* Mr. Macpherson's Report on trade for 1864), was found to give rise to so many difficulties between natives and foreigners, that it has been almost entirely abandoned by the latter, and, consequently, this traffic comes but seldom under the cognizance of the foreign custom-house.

The export of rhubarb to Shanghai has fallen off considerably; it is reported that stocks are very large both at that port and in Japan. Merchants complain that the kind destined for the latter country, costing here about 4 taels per picul, labours under the disadvantage of paying nearly 32 per cent. duty; of the better qualities which are taken for America and Europe, supplies have been very short, owing to the presence of the Hui-fei in the Shensi provinces. 61 piculs 50 mace have been shipped direct to Great Britain.

Safflower, in spite of its having advanced 50 per cent. in value, has proved so remunerative, that it has increased its figure on the returns 874 piculs as compared with 1864, though it still falls far short of the quantity exported in 1863. This article, the growth of the Sze-chuen province, whence, via Hankow and Shanghai, it furnishes the dyers of China with a fine red colour, varies very considerably in cost according to quality; some being worth as much as 160 taels, some as little as 40 taels per picul.

Sze-chuen yellow silk has attained to 1,746 piculs during the past year, or four times the amount exported in 1864. The crop has been small in

the Hu-chao district, and silkmen have sold but little in this market, preferring to send their supply to Shanghai. An average price of about 280 taels per picul has ruled at this port where the first of the crop arrives in June.

It is reported that native shippers of tobacco have been losers to a large extent during the past year, due principally to the rash speculations of Cantonese buyers at long credits.

Varnish has shown a steady increase since 1863. A considerable quantity finds its way from Shanghai to Ningpo and Foochow, and Chin-kiang takes a good deal for the consumption of the Kian-su and Kiang-nan provinces.

Vegetable wax has fallen off some 800 piculs, consequent upon short arrivals from Sze-chuen; it has risen over 100 per cent. in price, being now worth 140 taels per picul.

Contrary to general expectation, the teas of last year's crop which have already arrived in England, have proved highly remunerative; it remains to be seen, however, whether later purchases, more particularly those made when news reached us in June of the reduction of 6*d.* per pound duty in England, will prove equally advantageous. The impression here, is, that had foreign merchants taken into consideration that the losses experienced in 1864 by Chinese speculators in this article, had induced most of them to withdraw their capital from this class of operations to invest in the salt trade, they would not perhaps have shown so much haste in opening the tea market of 1865; a little further delay would, it is thought, have resulted in the first chops being laid down in England at somewhat less than 2*s.* 3½*d.* per pound, which was the price actually paid. There is no doubt but that native tea dealers have every reason to be content with the result of last season's operations, and that their only regret is that the revolt of the troops at Yang-lin rendered it impossible to pick a large quantity of tea in that neighbourhood, which they were thus prevented from bringing to a good market. To this circumstance is due, in a great measure, the fact of the tea crop falling short some 27,000 piculs. During the past year 77,099 piculs were shipped direct to London,—nearly double the quantity sent in 1864, and treble that of 1863. These figures speak for themselves and need no commentary on my part to evince to the reader the advisability of this mode of conveyance.

Brick tea has augmented its figure on the returns to the extent of 2,416 piculs, as an increased demand and higher prices have reigned in the Siberian and Russian markets during the present year, more especially for black kinds. No green brick tea was, I believe, forwarded last season. At the latter end of 1864 the Russian Government prohibited the importation of brick tea by the western frontier, and this has contributed greatly to throw this trade into the hands of the agents at this port of the Kiachta merchants. They purchase the leaf, dust, &c., from the Chinese, and, by manufacturing the brick tea themselves, they are able to offer an article, equal to the native product, at a cheaper rate. Brick tea is sent hence to Tientsin, viâ Shanghai, and from the former port, overland, to the Kiachta and other markets.

Certain unfavourable circumstances have resulted in the decrease of 3,510 piculs in the export of tea dust, as compared with that of 1864.

Shipping.

59,744 tons of British shipping arrived at Hankow during 1864; the past year shows a total of 90,758, or an increase of 31,014 tons; against

62,879 tons which left here in 1864, we have 92,905 tons, or an increase of 30,026 tons, cleared in 1865. This addition to the British tonnage is represented by several voyages made by a steamer of 2,886 tons, which this year joined our river fleet, and by the arrival of 12 British sailing vessels measuring 8,641 tons against 8, whose total tonnage was 6,199 tons, in 1864; these were induced to come up here to load for London direct, in spite of the heavy expense of towage, and although the rate of freight was not much more remunerative than at Shanghai, for the sake of ensuring the quick dispatch which they could not hope for at the latter port. Those vessels, which left with the first teas, obtained from 5*l.* 10*s.* to 5*l.* 15*s.* per ton; subsequently the rate declined from 4*l.* 10*s.* to as low as 2*l.* 10*s.* One British steamer, of 204 tons, loaded here for Tientsin direct. At present only two British steamers, measuring together 2,133 tons, are running regularly between this and Shanghai, one of 610 tons extends her voyage to Ningpo.

The tonnage of American vessels which arrived at this port during 1864, was 143,649 tons, whilst in 1865 it was only 120,630 tons; the tonnage cleared at Hankow in 1864 was 150,382 tons, against 123,924 in 1865. This decrease in American tonnage is due to the fact of two steamers having been withdrawn for service on the Canton river, and to the falling off of 3,867 in American junks. Six American steamers are now running under the river pass system whose total tonnage is 4,243 tons.

224 round voyages were performed by American and British river pass steamers during the past year, bringing to Hankow 60,926 tons of cargo and 6,692 passengers, and taking away 97,050 tons of cargo and 5,551 passengers. The above figures are only approximative, as, in many instances, I have been unable, owing to changes of ownership, &c., to ascertain the exact amount of carrying performed by each steamer; nor do they include the opium, silk, or silk piece goods on which freight is not levied by the ton; these goods may be calculated as 1,000 tons more, and in the list of passengers should be computed those who pay their passages when on board the steamers, for whom a third of the totals already mentioned might be added without fear of exaggerating the actual amount of passenger traffic on the river. If we take the average of the rate of freight during the past year at 3 taels, 3 mace, and 3 candarines per ton, we find that a sum of over 526,000 taels (about 4·792 per cent. on the total value) has been paid for the carrying requirements of the import, export, and re-export trade of Hankow in 1865.

But few lorchas continue on the river owing to the average rate of freight by steamers having been very moderate, and to the regular trips of a steamer between this and Ningpo, via Shanghai, having nearly put an end to shipments by craft of the lorcha description. 21 British, 4 American, and 3 French, in all 28 lorchas, representing 3,154 tons, left this port in 1865; but in the previous year 53 vessels of this class, in all 7,585 tons, cleared from Hankow.

The junk business has also suffered from similar causes, as will be seen from the following figures:—

	Cleared in 1864.		Cleared in 1865.		Increase.		Decrease.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British junks	44	2,476	39	2,263	..	..	5	213
American ditto	73	4,864	51	3,867	..	..	22	997
French ditto	8	395	13	745	5	350	..	..

The French flag has not yet floated in these waters over larger craft than lorchas and junks, nor does it appear probable that it will do so until that nation can compete with the English in cotton manufactures to exchange for Chinese produce. The consumption of tea in France is insignificant; and as the French merchant has to pay cash—not resulting, as is the case with the English and American trader, from returns for sales of imports—he prefers, in most instances, buying silk in the London market, to risking the speculation involved in purchasing in China.

About one-sixth of the total number of foreign piece goods imported during 1864 was sent to the interior under transit pass. Merchants have availed themselves of this system during 1865 to the extent of one fifth; in the latter year 177,316 pieces, against 57,300 in 1864, were transported in this manner to the inland markets. Tea of all descriptions, to the extent of 29,706 piculs, were brought last year to this port under the protection of transit passes; whilst in 1864, 56,253 piculs, and in 1863, 55,450 piculs reached here under similar conditions. This diminution is due to the unsatisfactory results of previous years' operations in contract teas, many of the principal houses declining to enter into further ventures of this nature, on the ground that they have not sufficient control over, or guarantee for, the *bond fides* of the native contractor.

Although Hankow has every reason to congratulate itself on the result of the import trade of the past year, yet we have to note many and serious drawbacks to the successful outturn of native enterprise. The unsatisfactory results of the tea speculations of 1863-64 deterred many foreign houses from undertaking operations on any extensive scale. Some of the oldest and best established firms found that two previous years of unsuccessful business had brought their affairs to an unfortunate climax, and their time-honoured names have disappeared from amongst us. Compradors were found to have been speculating to a ruinous extent, chiefly with their employers' capital, and the prices they had nominally given to obtain goods at long credits, and the sacrifices they made in order to raise funds, vitally damaged the legitimate trader. It became absolutely necessary to do away with the credit system, of which, it was fully proved, the compradors reaped the entire benefit, and the consequence was a temporary cessation of trade during the latter part of the year. This measure will, however, it is confidently anticipated, induce native capitalists to inaugurate a new system of commercial relations with foreigners: this applies more especially to Shansi dealers, who have hitherto held back, in consequence of seeing that long credits placed petty merchants on the same footing with themselves. The river Yang-tzu overflowed its banks four leagues, rendering its navigation extremely dangerous, and entailing great loss of time to the merchants from up the river, who, after making their purchases here, found it almost impossible to reach their homes, so strong was the current, and so difficult the return voyage; and many junks, filled with valuable Sze-chuen produce, were wrecked on their downward passage. To the loss of a considerable portion of the tea crop I have already alluded in my remarks on that article.

All these sinister circumstances unite to form the dark cloud which has overshadowed the native commerce of Hankow during the past year. Notwithstanding, the Revenue Returns show that had the crop of tea reached to a level with that of 1864, the duties would have exceeded those of that year—after deducting the half duty on tea, which is no longer levied—by 13,000 taels, paid on general exports shipped by Chinese merchants, into whose hands this class of operations is gradually being concentrated. This must continue to be the case until foreign merchants can come into immediate contact with original holders, and so do away with

the commissions and squeezes to which they are subjected ; thus adding so considerably to their already heavy expenses, that it is impossible for them to compete successfully with the native shipper whose charges account is but trifling.

Taking into consideration the untoward circumstances which I have recapitulated, Hankow has, I think, every right to be proud of the commercial annals of the past year, were it only for having so extensively promulgated a knowledge of the appropriateness of foreign products to the wants of a numerous inland population, thus carrying out a portion of its allotted work, as one of the outposts of European civilization. A great storm has been successfully weathered, and we have every reason to expect that a trade, which has flourished and increased during the tempest, will continue so to do during the anticipated calm of 1866. It may not be out of place to remind foreigners that here they have not yet attained the position of their countrymen in the south, but that they are still in old China, where they are comparatively little known or appreciated, excepting by a class whose interest it is to keep them isolated from the mass of the population. A closer intercourse with the natives would, I am convinced, have the beneficial effect of reconciling them to their new acquaintances, and could not but re-act favourably upon commercial relations between Chinese and foreigners.

As I write, a fresh blow is being dealt to our commercial welfare, by the appearance, almost at our gates, of Nien-fei and revolted braves, who are kept at bay by the energetic measures adopted for their reception should they venture to carry out their threat of attacking this city. It is to be hoped that, after the Chinese festivals, the robber bands will retire as usual, and the soldiers be appeased, leaving us to resume our wonted labours at, I sincerely trust, the dawn of a year of greater prosperity both for native and foreign commerce.

I am, &c.

(Signed)

RICHARD W. HALKETT,

Assistant in Charge.

To Robert Hart, Esq.,

Inspector-General of Customs.

Report on the Trade at the Port of Kiu-kiang for the Year 1865.

Office of Maritime Customs,

Kiu-kiang, January 11, 1866.

Imports.

NOTWITHSTANDING the depressed state of foreign commerce, the value of the import trade, for the year 1865, exceeds that of either of the two preceding years : thus, in 1863, the value was estimated at 3,057,568 taels ; while, in 1864, it had decreased to 3,041,100 taels ; whereas for the past year, it reaches 3,251,610 taels.

The following Table will exhibit some of the principal articles of import, with their quantities and values :—

COMPARATIVE Table of some of the Principal Articles of Import.

Description of Goods.	Classifier of Quantity.	Year 1863.		Year 1864.		Year 1865.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels m.		Taels m.		Taels m.
Camlets	Pieces	1,407	10,049 0	2,910	18,533 2	4,231	29,443 0
Chintzes	"	4,366	10,691 1	3,375	7,137 5	5,931	16,594 8
Handkerchiefs, cotton	Dozen	3,450	2,622 0	8,966	6,814 1	11,798	8,258 6
Lastings	Pieces	888	13,068 0	1,546	26,588 0	2,075	30,150 0
Lead	Piculs	3,862 66	23,948 5	5,511 93	27,528 4	5,797 37	29,069 0
Long ells	Pieces	9,390	78,876 0	17,160	128,700 0	16,544	124,080 0
Opium	Chests	2,033	1,077,622 0	2,201	1,111,340 1	2,481½	1,566,985 7
Pepper	Piculs	6,425 34	46,819 3	3,304 41	23,217 4	6,686 51	60,148 8
Salt and dried fish, and cuttle fish	"	9,119 0	90,795 4	12,975 2	178,496 4	17,506 97	180,880 8
Sandal wood	"	1,170 17	21,648 1	1,912 90	22,954 8	6,089 5	26,791 8
Seaweed	"	90,779 25	103,896 2	26,377 7	100,232 7	33,563 96	133,293 4
Shirtings	Pieces	93,728	394,694 3	41,597	170,433 6	68,321	235,118 5
Spanish stripes	"	3,067	49,073 0	7,107	113,712 0	8,952	143,232 0
Sugar	Piculs	26,505 11	161,980 0	45,251 70	246,461 3	60,612 99	328,781 6
T-cloths	Pieces	18,150	49,005 0	25,380	63,475 0	34,614	89,996 4

From the above, it will be apparent that the import trade is steadily on the increase, and, although principally in the hands of native firms, still affords satisfactory proof of the demand that exists in the interior for foreign produce.

Opium is largely consumed; the import for the year 1864, contrasting favourably with that of Hankow, which port must necessarily have much wider districts to supply.

The provincial capital, Nan-chang-foo, and the other ports on the Poyang lake, consume the greater part of the opium imported, but a not inconsiderable portion also finds its way into the province of Ngan-hui.

Of foreign manufactures, shirtings are perhaps most in demand here, contrasting as they do favourably with the native cloth, which is not only more expensive, but is coarse in texture, and only fit for the use of the poorer classes. In 1863, the import was 93,728 pieces, value 394,694 taels, against 41,597 pieces, value 170,433 taels in 1864, and 68,321 pieces, value 235,118 in 1865. Camlets are also much in favour, the import of 1863 being 1,407 pieces, value 10,049 taels, against 2,910 pieces, value 18,533 taels in 1864, and 4,231 pieces, value 29,443 taels in 1865.

Of native produce, perhaps the most important item is salt and dried fish, which are imported in great quantities from Ning-po. In 1863 the amount received was 9,119 piculs, against 12,975 piculs in 1864, and 17,506 piculs in 1865.

Exports.

The value of the export trade for the year 1865 exceeds that of 1864, although there is a considerable deficit in the amounts exported of some of the staple commodities.

In 1863, the value of the export trade is estimated at 7,310,190 taels, against 3,132,653 taels in 1864, and 3,484,908 taels in 1865. Thus it would appear as if there were an increase over the year 1864 of 352,255 taels in favour of the past year.

It should, however be borne in mind, that at the close of 1864, there were about 130,000 packages of tea, remaining in the port unsold, which were afterwards shipped to Shanghai, during the early part of the following year.

This tea, although in reality forming part of the trade of the port for the year 1864, not being exported until the following year, was included in the trade for 1865.

COMPARATIVE Table of some of the Principal Articles of Export.

Description of Goods.	Classifier of Quantity.	Year 1863.		Year 1864.		Year 1865.	
		Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
			Taels m.		Taels m.		Taels m.
China ware . . .	Piculs	29,100 89	98,418 1	66,178 68	234,159 8	32,281 17	128,637 0
Grass cloth . . .	"	1,310 68	18,400 5	2,449 32	34,799 3	2,419 73	24,704 9
Hemp . . .	"	4,481 84	40,337 4	16,459 32	153,162 3	7,857 99	7,857 9
Medicines . . .	"	2,348 56	11,606 5	128 71	755 5	102 47	645 3
Paper . . .	"	121,816 9	399,013 6	71,363 70	257,045 0	42,884 89	157,173 8
Red earth . . .	"	6,008 19	15,020 4	22,210 81	5,527 0	40 32	170 0
Tallow, vegetable . . .	"	3,523 21	29,066 4	1,381 80	12,988 8	4,208 72	46,296 0
Tea, black and green	"	191,570 42	6,378,860 3	134,281 20	3,196,932 5	203,267 60	5,707,822 9
Tobacco . . .	"	18,003 27	69,492 1	14,481 57	111,174 9	19,369 89	86,743 2

Shipping.

The subjoined Table of shipping for the past three years will show that there has not been the same amount of tonnage employed upon the river during the year 1865 as during the two preceding years.

The whole of the carrying trade is now done by the steamers running regularly, to the exclusion of lorchas and sailing craft generally.

During the year 1863, 69 steamers and vessels under the Chinkiang pass entered, and 69 cleared; while the number in 1864 had decreased to 22 vessels entered, and 24 cleared; and in 1865 to 24 entered and 24 cleared.

TABLE showing the Number and Tonnage of Vessels Entered and Cleared under each Flag, during the Year 1865.

Flag and Class of Vessels.	Entered Inwards.						Cleared Outwards.					
	With Cargo.		In Ballast.		Total.		With Cargo.		In Ballast.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
BRITISH.												
Steamers under Shanghai river steamer pass	95	90,982	34	29,990	129	120,972	80	75,626	49	45,346	129	120,972
Steamers, ships, and lorchas, under Chin-kiang pass	8	1,334	11	3,770	19	5,104	8	3,379	11	1,725	19	5,104
Junks under special junk pass	..	..	5	184	5	184	1	15	4	169	5	184
Rafts	1	..	..	..	1	..	..	..	..	..	..	..
AMERICAN.												
Steamers under Shanghai river steamer pass	240	154,472	82	49,076	322	203,548	229	145,028	93	58,520	322	203,548
Ships and lorchas under Chin-kiang pass ..	..	..	2	145	2	145	1	123	1	22	2	145
SUNDRY.												
Ships and lorchas under Chin-kiang pass ..	1	150	2	122	3	272	1	22	2	250	3	272
Total	345	246,938	136	83,287	481	330,225	320	224,193	160	106,032	480	330,225

Duties.

The total amount of duties collected during the year falls short of that of either of the years 1863 or 1864. This is owing, however, to the abolition of the half or coast trade duty which used formerly to be collected upon all tea shipped in steamers plying under the river steamer pass.

Thus, as the accompanying Table will show, the coast trade duty, which in 1863 amounted to 285,512 taels 9 mace 7 candarines 9 cash; and in 1864 to 203,239 taels 3 mace 4 cash; in the year 1865 only amounted to 47,436 taels 4 mace, 6 candarines 3 cash: whereas the export full duty paid in 1863, amounted to 579,449 taels 5 mace 4 cash; in 1864 to 423,852 taels 3 mace 5 candarines 7 cash; and in 1865 to 564,192 taels 7 mace 5 candarines 9 cash.

COMPARATIVE Table of Duties Collected.

Year.	Full Import.	Half Import.	Full Export.	Half Export.	Tonnage Dues.	Total.
	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.	Taels m. c. c.
1863 ...	160 2 3 2	890 8 9 9	579,449 5 0 4	285,512 9 7 9	2,852 9 0 0	868,866 5 1 4
1864 ...	153 0 0 0	197 3 0 2	423,852 3 5 7	203,239 3 0 4	1,745 0 0 0	629,186 8 6 9
1865 ...	67 4 1 3	70 8 4 0	564,192 7 5 9	47,386 4 6 3	2,651 7 0 0	614,369 1 7 5

General Remarks.

Kiukiang, as a port of trade, has apparently many advantages in being situated so closely to the wealthy districts in the Poyang lake. Wu-ch'êng, distant from Hukow eighty miles, is the centre of the trade, both foreign and native; to this place goods arriving from the northern provinces, and intended for the south, are brought for sale: teas from Huichow and Wuyuen, in Ngan-hui, and opium and foreign goods from Kiukiang.

Were communication with Wu-ch'êng easy, the trade at Kiukiang would sensibly increase; at present, junks laden with produce are often detained at Hukow for weeks, before they can obtain a favourable wind to enable them to make any way against the strong current that sets down the river.

To remedy this evil, it has been suggested that small steamers of light draught of water, should be permitted to proceed up the lake as far as Wu-ch'êng, to tow loaded junks up to Kiukiang from thence.

The Chinese assert, that there is one objection to Kiukiang ever becoming very popular as a resort of trade, which is, that the anchorage is so insecure during the winter months, that the owners of native craft are unwilling to send their boats there.

Were it a mere question of secure anchorage and convenience for trade, Hukow would supply every want. Placed as it is at the mouth of the lake, it would be easy of access for foreign vessels, and would, at the same time, possess every facility for quick communication with the interior. Kiukiang, however, having been established as the port for now several years, hongs having been built, and an expensive settlement having been laid out, it remains but to endeavour to foster the trade as much as can be done with the resources at hand, and to make the present tardy communication with the producing districts rapid and effective.

(Signed)

FRANCIS W. WHITE,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

*Report on the Trade at the Port of Chin-kiang for the Year 1865.**Office of Maritime Customs,**Chin-kiang, January 18, 1866.*

Sir,

I HAVE the honour to report to you on the trade of this port for the past year.

The results of the year's trade during 1865 contrasts favourably with those of 1864.

There has been an increase on the previous year of three times the quantities of opium, sandal-wood, and piece goods, and five times that of the sugars of all kinds imported from Shanghai. The quantities imported contrasting with the previous year, as exhibited in the annexed comparative Table, as follows:—

				1865.	1864.
Opium .	..	..	Piculs ..	4,910	1,716
Sandal wood	..	..	„ ..	7,291	2,405
Sugars	..	..	„ ..	45,000	8,310
Shirtings	..	..	Pieces ..	13,437	2,913
Woollen goods	..	..	„ ..	574	269

In the produce imported by the river steamers from Hankow there is an increase in wood oil of 49,960 piculs, the total quantity being 76,283 piculs; and 19,446 piculs of vegetable tallow were imported during the year, being an increase over the year 1864 of 9,402 piculs.

These figures, whilst possessing a certain importance in themselves, as exhibiting a greatly increased demand for the class of merchandize above enumerated, are the more significant in that they confirm the opinion so long held, but not hitherto realized, that Chinkiang is pre-eminently well adapted for supplying the vast districts forming the basin of the Yang-tsz River, not easily approached from the seaboard.

Chinkiang, being within 120 miles of the sea, and with flood tides making up to the port (even so far as Nankin during the winter months), is available for ships or steamers engaged in a direct trade between foreign countries and the Yang-tsz ports, which ought eventually to prove of great advantage, for by this means the already extensive and annually increasing foreign trade on the river would be greatly benefitted by dispensing with the heavy charges for storage, landing, and re-shipment now incurred at Shanghai; foreign manufactures that might be so imported direct commanding a more ready sale.

By reference to the comparative Table of the increase in the value of trade at the port of Chinkiang, it will be seen that the value of the foreign goods imported was—

				Taels.
During the year 1865	..	..	..	3,324,752
Against, for the year 1864	..	..	..	1,005,486
Showing an increase for the year of				2,319,266

This increase is mainly to be attributed to the large importation of opium. But apart from opium, other foreign goods show a considerable increase, their total value amounting for the year 1865 to 283,526 taels, against for the year 1864, 61,786 taels; whilst the increase in the value of opium over the previous year was 2,097,526 taels, the value of the whole quantity imported being 3,041,226 taels.

By keeping distinct the value of the copper cash exported (as forming *specie* rather than goods), and the value of the timber forming rafts (as not being shipped by foreign vessels, consequently not strictly appertaining to

foreign trade), from the other general imports and exports of native goods respectively, we have an increase, as shown in the comparative Table of values above alluded to, in the value of native goods imported, of 987,382 taels, and in that of goods exported of 96,096 taels over the previous year. which would not appear were those two articles severally included, and for that reason separated them in the Table referred to.

Thus the trade of this port is far from being so insignificant as it is generally presumed to be. With an import trade of nearly 5,000 chests of opium, over 7,000 piculs of sandal-wood, and 45,000 piculs of sugar annually, besides Hankow produce brought by the steamers to the extent of over 200,000 piculs dead weight during the year, benefitting them at least commercially by the freights such quantities must represent. These steamers thus bring imports to the port from both ends of their journey, both on the voyage from Shanghai and on the voyage down—a privilege not much shared in by the other intermediate port, our Kiukiang rival! These circumstances all tend to show the many natural advantages it possesses as a port, derived mainly from the local position of Chinkiang, at the intersection of the Imperial Canal, on the right bank of the Yangtze River, with its northern branch on the opposite or left bank, communicating by its various branches with a succession of wealthy cities and populous districts to the north and eastwards, and as far as the Yellow River, and even far beyond it—in fact, commanding the internal traffic of several provinces by which to distribute merchandize.

This vitality in the trade only declared itself during the spring of 1865. Nankin having been recovered and the rebellion quelled during the previous summer, the pent-up supplies of wood oil, varnish, paper, hemp, &c. were eagerly sought after, and dispatched to meet building and other requirements in such large quantities, that during the first four months so much of these goods had been received as to equal the whole importations of the previous twelvemonth, and during the remaining two-thirds of the year similar quantities arrived, so that by the end of 1865 the importations of many articles had been trebled in quantity.

This would have been the time for merchants having any interests at stake to have availed of. Business to some extent was done during the spring by them, which led to a scheme being canvassed, and which was well supported, for constructing a steamer jetty. This was very much needed here, owing to the great depth of water and an exposed shore off the settlement, forming so indifferent an anchorage that vessels are compelled, failing a buoy or hulk to go to, to cast anchor off the opposite bank of the river, to the great detriment of the resident merchants, anxious to exercise a due control over their business.

Shortly after this, a period of commercial depression was experienced at Shanghai, and much of the business here that was until then in the hands of foreigners, had to be relinquished, and all measures of public utility to be abandoned, the trade relapsing, with an exception or two, into the hands of the Chinese dealers.

The port being still divided into two anchorages, coupled with the remains of a pernicious system, introduced at a time when there was no market on the spot at Chinkiang, of selling goods deliverable at some distant inland mart (I allude to sales of Hankow produce especially), has seriously fettered business transactions, involving an unaccountably mysterious disappearance of the profits on most ventures, the surplus return sales being represented by the native broker employed to have been absorbed by various enormous inland charges levied on the road, the correctness or otherwise the foreigner has no means to verify.

Such details as the foregoing would not be deserving of mention in a

report on a port where the trade was firmly established on some permanent basis, but hitherto there have been but few signs of this being the case, so far as foreigners' share in the trade is concerned, and yet they do in this instance appear to merit place therein, whilst passing in review the port in its comparative infancy, so as to mark the various stages of its growth before attaining the more large dimensions that it is destined to witness.

Leaving aside the question of the value of Chinkiang as a place of trade, as exemplified by the statistics of trade for the past year, and whilst not begrudging to it the title of some future pretensions to importance as the available seaport of this truly majestic river the Yang-tsz, let us trace the cause of the flourishing state of the trade now being reported on for the past year, in connection with another most extensive and important trade carried on on its waters, that of the salt trade. The removing the central depôt for transshipping salt brought from the interior by Inland Canal to Kwa-chow point, opposite Chinkiang, at which place only the river junks were permitted to load from the Government warehouses, gave the great impetus to the trade of Chinkiang. Where previously there were not more than 80 junks there are now some 1,800, manned by some 30,000 Hu-peh men.

The trade is now thrown open to all Chinese who like to engage in it. The prices both of purchase and sale are fixed by Government at sufficient liberal rates to make it lucrative. But it is a long business for them, of sometimes six weeks to get up to Hankow, and they long to be allowed to get in tow of a steamer, but the evasion of their provincial Government taxes is what the authorities fear, and set the whole weight of their influence to prevent foreigners being allowed to have anything to do with salt, as it has been once for all declared by Treaty to be contraband. It is a pity that it is so persistently refused, for by mere saving of time foreign enterprise could supply them at a cheaper rate, and have the salt better refined, which would certainly be a great boon to the country people in the distant provinces. But I know, Mr. Inspector-General, that the subject has frequently had your attention, and the old monopoly abuse is now greatly remedied, you having in 1861 drawn up a Memorandum and obtained some Imperial edicts, which were published in the "North China Herald," recommending that the trade should be conducted on more liberal principles.

A broad canal for a boat anchorage is now being constructed above the settlement at the mouth of a creek leading from the back of Nankin, but stopping short about 20 li, where it is unnavigable. This will be a great convenience, and be capable of holding two or three hundred boats where previously they had no refuge or shelter.

I am, &c.

(Signed)

CHAS. A. LORD,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

SPECIAL QUANTITY TABLE.

COMPARATIVE Table showing the increase or decrease on the Quantities of some of the Principal Foreign and Native Imports, for the years 1864 and 1865.

Description of Goods.	Classifier of Quantity.	1864.		1865.		Increase.	Decrease.
Imports from Shanghai:							
Opium	Piculs	...	1,716 67	...	4,910 50	3,193 83	...
Sandal wood	"	...	2,405 0	...	7,291 83	4,886 83	...
Sugar, brown, foreign	"	2,536 23	...	8,444 11	...	...	...
" white, ditto	"	...	...	2,727 50	...	...	...
" brown, native	"	3,588 18	...	20,367 27	...	...	...
" white, ditto	"	1,973 90	...	12,681 77	...	...	...
" candy	"	212 37	...	785 53	...	...	...
Total amount of sugar	"		8,310 68		45,006 18	36,695 50	...
Shirtings, grey							
" white	Pieces	...	2,050	...	9,980	7,930	...
	"	...	863	...	4,457	3,594	...
Woollen goods—							
Camlets	"	...	...	190	...	...	...
Medium and habit cloth	"	...	...	91	...	...	...
Long ells	"	...	...	70	...	...	...
Lustres, plain & figured	"	...	...	885	...	...	...
Spanish stripes	"	...	...	278	...	...	...
Bombazettes	"	...	...	60	...	...	...
Total of woollen goods	"		269		1,574	1,305	...
Imports from Kiu-kiang and Hankow:							
Fungus	Piculs	...	1,237 56	...	871 94	...	365 62
Hemp	"	...	8,641 41	...	9,633 58	922 17	...
Oil, wood	"	...	26,323 49	...	76,283 85	49,960 36	...
Paper, 1st quality	"	...	1,677 35	...	2,042 62	363 27	...
" 2nd ditto	"	...	11,735 38	...	1,639 62	...	10,095 76
Tallow, vegetable	"	...	10,043 87	...	19,446 39	9,402 52	...
Tobacco, leaf	"	...	6,028 10	...	8,738 43	2,710 33	...
" prepared	"	...	5,860 11	...	4,756 9	...	1,104 2
Varnish	"	...	590 68	...	617 19	25 51	...
Wax, white	"	...	224 10	...	405 75	181 65	...

SPECIAL VALUE TABLE.

COMPARATIVE Table of the value of the Import and Export Trade for years 1864 and 1865:—separating Wood, comprising Rafts, from the general Imports of native Produce; Copper Cash from the rest of the Native Exports; and Opium, from the general Imports of Foreign Goods.

	1864.		1865.		Increase.	Decrease.
Imports.—Native produce:	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
General imports, native produce.	1,416,869*	...	2,404,251	...	987,382*	...
Wood, comprising rafts from Hankow	2,250,999	...	638,478	...	...	1,612,521
Treasure	405,180†	...	1,545,292	...	...	...
		4,073,048		4,590,021	...	...
Exports.—Native produce:						
General Exports, native produce	73,670	...	174,766	...	96,096	...
Copper cash	1,130,270	...	777,381	...	...	352,889
		1,208,940		952,147	...	...
Imports.—Foreign produce:						
General imports, foreign goods ...	61,786	...	283,526	...	221,740	...
Opium	943,700	...	3,041,226	...	2,097,526	...
		1,005,486		3,324,752	...	...

NOTE.—General import, native produce—

* The increase shown consists chiefly in the item of wood oil from Hankow, which is 723,000 taels more in value than that of the quantity imported during the year 1864.

† Treasure, for six months only, during the year 1864.

Report on the Trade at the Port of Ningpo for the Year 1865.

Office of Maritime Customs,

Ningpo, January 1, 1866.

Sir,

I HAVE the honour to make to you my report on the trade of this port during the past year.

Trade at Ning-po throughout the whole of 1865 has been decidedly less prosperous and remunerative than was looked for after the largely increased business of the previous years.

On the total value of trade a decrease of 2,666,468 taels is apparent.

From the Comparative Table appended to the Returns, it will be seen that while foreign trade shows a decrease of 3,645,598 taels, coast trade exhibits an increase of 979,131 taels; clearly showing that the business of the year has resulted more favourably to the native than the foreign merchant.

The only gratifying feature in the traffic of the port, and it is one strongly indicative of steady improvement, is the greater export of tea and silk. The latter of course falls very far short of the original amount produced in the province previous to its devastation by the rebels; but the improvement indicates a feeling of security amongst the country people, to be attained only by a state of order and tranquillity.

The cause of the large export of the former staple is, that tea, hitherto supplied to the Kiukiang market, has this season found its way to Ning-po. This may be confidently expected to continue, and there can be little doubt that 1866 will see still larger quantities of Fye-chow teas shipped hence.

Let us hope, also, that the shipments may be direct to foreign countries, and that the port of Ning-po may come to be considered, so far at least as trade is concerned, something more than a mere suburb of Shanghai.

The past year has been a peculiarly unfortunate one for shipping at this port. A large number of vessels of small tonnage usually resort hither in the summer months to obtain charters to load produce at the northern ports for the south, but this season those markets have offered them no employment.

Entries and clearances compare thus,—

	1863.		1864.		1865.	
	No.	Tons.	No.	Tons.	No.	Tons.
Vessels entered	1,554	252,587	1,409	296,311	910	258,247
Vessels cleared	1,644	250,272	1,429	299,355	906	250,787

It must be remembered, however, that the two steamers plying daily between this and Shanghai, constitute the major part of the total tonnage.

Opium has altered but little in the total quantity imported, it being in 1864, 3,303 piculs against 3,379 piculs in 1865. Malwa opium has fallen of 25 per cent., while all the other kinds have increased in quantity. The taste for Persian drug seems to be extending.

The import of opium at Ning-po since the opening of the Custom-house stands as follows :—

	1861.	1862.	1863.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Malwa	1,436	1,278	2,707	3,011	2,427
Patna	72	27	56	222	536
Benares	6	..	..	8	206
Persian	..	..	..	46	188
Turkey	..	..	..	17	22

Tea exhibits an increase of 13,105 piculs, the cause of which is already mentioned. If 24,000 piculs is at all a correct estimate of the quantity of Fye-chow tea shipped, we may consider that the manufacture of the article in the places whence our market has hitherto been exclusively supplied, has not equalled that of last year, and that our most gratifying result is owing solely to accident.

Silk.—The export of this production has doubled since last year, and native merchants are of opinion that next year ought to show an equal improvement. Silk exported from Ning-po:—

			Piculs.				Piculs.
1861	..	..	6,655	1864	..	..	948
1862	..	..	1,507	1865	..	..	1,914
1863	..	..	57 63				

The trade in cotton, owing to the events in America having permitted England to supply herself from former sources, and allowed Indian cotton to be shipped to China as heretofore, as returned to its former limits. Only 33,563 piculs have been exported from Ning-po this year, against 103,201 piculs in 1864.

No direct shipments have been made to Europe this season.

At one time an opportunity presented itself of making large shipments to the south, but native holders, influenced doubtless by the speculative demand in 1864, held for too high rates.

At an early period of the season, a belief was entertained that the rice crop had suffered irretrievably, and that large supplies of foreign grain would be sought for to cover the deficiency; the result, however, has not justified these anticipations, 577,783 piculs only having been imported, against 1,911,144 piculs in 1864. There being but little rice in the place, there must necessarily be a considerable import in the first few months of 1866; there can be but little doubt, however, of the importation of this article decreasing, as the lands laid waste by the rebels continue to be again brought under cultivation. In other branches of trade of minor importance there is little change to report, and where it exists it shows to the disadvantage of 1865. Nevertheless it must not be concluded that Ningpo is retrograding. The present depression is merely the reaction naturally attendant on the feverish state of commercial activity in 1864; and as trade here has steadily improved from the commencement, so it is reasonable to suppose it will continue to advance in spite of occasional checks.

I have, &c.

(Signed)

JAS. K. LEONARD,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Report on the Trade at the Port of Foo-chow for the Year 1865.

Office of Maritime Customs,

Foo-chow, January 31, 1866.

Sir,

I HAVE now the honour to report to you upon the trade of Foo-chow since the opening of the port to foreign trade in the year 1842.

From that period until 1855, it was little used except as a place into which opium might be smuggled with impunity. During the first few years this opium was exchanged for specie, &c., but subsequently a few cargoes of tea formed a small proportion of the returns. From the years 1856 until 1861, the tea trade continued to increase steadily and rapidly,

except during seasons 1857-58 and 1858-59. This may be seen from the following table :

Destination.	Season 1856-57.	Season 1857-58.	Season 1858-59.	Season 1859-60.	Season 1860-61.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain ..	21,396,500	21,813,300	18,227,300	26,472,500	36,507,700
Australia . ..	3,735,500	2,684,200	4,376,600	5,363,700	11,797,200
United States ..	7,435,600	6,259,300	6,701,700	8,615,400	11,293,600
Continent ..	2,712,400	1,293,500	..	897,000	2,068,000
Total ..	35,280,000	32,050,300	29,305,600	41,348,600	61,666,500

In the year 1857, the occurrence of the commercial crisis in England caused a great depression in the home produce markets, while the failure of several banks, and the distrust with which many mercantile houses were regarded, curtailed the credit necessary for carrying on an extensive business in 1858-59. The falling off in the tea export during that season is thus accounted for.

Imports.

With the exception of opium, imports by foreigners were few until the year 1860, when the occupation of Hankow by the rebels caused a portion of the supplies for the provinces of Hoonan and Kiangsi, previously received through the above port, to find their way through Foochow. This transit trade was only temporary, but it probably proved very beneficial in introducing the consumption of foreign goods in this province. Since then the value of the import trade was steadily upon the increase, until the close of the year 1864. Owing, however, to the fluctuations in the price of cotton, consequent upon the American war, the demand for piece goods has varied considerably. In 1865, the value of foreign manufactures imported was little more than half the amount for the preceding year. This may be variously accounted for, and some weight should be attached to each of the following reasons :—

1. It is said that a large stock remained over, in the hands of the dealers, from their purchases in 1864, and they were consequently disinclined to buy during the following year. They were also precluded from purchasing on account of the heavy local taxes.

2. In consequence of the large production of cotton in the north, and the small demand which existed for its exportation to Europe, the natives were enabled to import nankeens at a lower price, and thus prevented foreign piece goods from possessing a remunerative value,

3. The rice crops having proved much smaller than usual, the high price of food interfered with the consumption of articles not actually required.

4. The long credit which foreign hongers in Foochow usually grant buyers, and which in some cases extends to three months, rendered most importers in Hong Kong indifferent to shipping to this port.

The following table of foreign manufactures imported into Foochow has been collated from the yearly returns, in order to show the course of the trade since the establishment of the foreign customs on the 14th of July, 1861. Owing to the lax manner in which the native authorities collected the import duties prior to that date, it has been found impossible to obtain reliable statistics relative to preceding years.

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.	Pieces.	Value.
Shirtings, grey ..	29,360	Dollars. 58,720	41,492	Dollars. 120,233	71,437	Dollars. 299,222	47,685	Dollars. 207,430	44,613	Dollars. 178,448
" white ..	4,862	13,127	7,285	23,401	7,453	48,941	16,182	76,745	6,393	38,358
T-cloths, grey ..	93,334	127,335	130,330	277,009	35,375	114,919	57,989	217,459	17,166	60,081
American drills ..	22,950	78,030	6,046	23,944	18	121	16	112	120	960
Spanish stripes ..	1,075	22,978	3,708	80,484	5,506	111,581	4,674	97,906	3,382	66,452
Long ells ..	1,419	12,771	2,186	26,020	7,184	66,500	5,403	51,058	1,538	18,456
Camlets ..	617	24,462	2,350	44,787	3,152	60,849	3,201	56,034	2,958	62,611
Other foreign manufactures ..	..	27,896	..	95,290	..	219,891	..	305,089	..	298,811
Total value ..	..	365,319	..	691,168	..	922,024	..	1,011,833	..	724,177

The import of opium also has fallen off considerably in the year 1865, owing to heavy local exactions. Malwa was formerly preferred, but there is now a readier sale for Patna and Benares. The following Table shows the import of opium since July 14, 1861:—

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Chests.	Value. Dollars.	Chests.	Value. Dollars.	Chests.	Value. Dollars.	Chests.	Value. Dollars.	Chests.	Value. Dollars.
Malwa	2,746½	1,922,550	5,992	4,573,316	5,152½	3,996,859	3,900	2,858,700	1,919	1,516,900
Patna	425	352,750	1,122	900,200	1,218	945,683	1,978	1,150,318	1,966½	1,036,397
Benares	41	34,440	178	135,875	136	109,682	475	266,000	1,013	565,756
Persian	..	..	..	..	4	2,600	128	72,320	343	193,311
Total	3,212½	2,309,740	7,292	5,789,391	6,510½	5,054,824	6,481	4,347,338	5,241½	3,312,364

The subjoined Table relates to the import of Metals :

Description of Goods.	July 14, to Dec. 31, 1861.		1862.		1863.		1864.		1865.	
	Piculs.	Value. Dollars.	Piculs.	Value. Dollars.	Piculs.	Value. Dollars.	Piculs.	Value. Dollars.	Piculs.	Value. Dollars.
Lead	30,741	276,674	45,190	384,023	43,186	333,054	35,780	232,570	36,686	244,845
Tin plates ..	222	1,995	1,482	13,894	1,026	7,179	1,309	8,836	1,512	13,607
Other metals ..	..	4,560	..	32,995	..	57,688	..	21,569	..	46,945
Total value ..	..	283,229	..	430,912	..	397,321	..	262,975	..	305,397

The following is a summary of the values in the three preceding tables :—

Description of Goods.	July to December, 1861.	1862.	1863.	1864.	1865.
	Value.	Value.	Value.	Value.	Value.
	Dollars.	Dollars.	Dollars.	Dollars.	Dollars.
Foreign manufactures .	365,319	691,168	922,024	1,011,833	724,177
Opium	2,309,740	5,789,391	5,054,824	4,347,338	3,312,364
Metals	283,229	430,912	397,321	262,975	305,397
Total value ..	2,958,288	6,911,471	6,374,169	5,622,146	4,341,938

Imports from Hong Kong.—The direct imports into Foochow from foreign countries are small, opium and foreign goods being generally transmitted through Hong Kong. Thence, also, much valuable produce is received from the south of China and the Straits. This trade is, with the exception of rice, almost entirely carried on by natives, who, however, usually import in foreign vessels. The following is a statement of the principal imports of native origin during the years 1864 and 1865 :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Rice	8,184	28,647	100,216	325,701
Sugar	13,739	128,932	21,129	140,885
Tobacco	3,182	69,938	2,108	54,339
Pepper	2,037	20,522	3,950	36,093
Silk, raw and manufactured ..	..	161,847	..	274,055
Vermilion	..	..	312	33,244

During the year 1865, goods of foreign origin to the value of 941,949 dollars were imported by Chinese. This amount, added to 911,573 dollars,—the value of Chinese products,—gives a total of 1,853,522 dollars, against 1,132,241 dollars in 1864. There has been a great increase in this branch of the trade during the year 1865, and several new commodities have been introduced which will probably lead to still larger importations.

Imports from Swatow.—During the year 1864 these amounted in value to 3,826 dollars only. It is, however, satisfactory to find that in 1865 they rose to 50,661 dollars, and this may probably be accepted as a sign of the commencement of a permanent trade. The following table shows the chief articles imported from Swatow during the past two years :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Betel leaf	556	3,333	547	3,829
Potato flour	..	..	1,839	9,196
Sugar	..	..	4,024	24,987
Total	556	3,333	6,410	38,012

Imports from Amoy.—From the following statistics it will be seen that this trade also is in its infancy. The value in the year 1864 was 27,196 dollars, and in 1865 118,278 dollars.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Potato flour	..	..	4,090	20,450
Glass ware	..	..	453	27,169
Sugar	76	1,140	4,410	37,233
Rice	2,245	7,507	..	..
Total	2,321	8,647	8,953	84,852

Imports from Ningpo.—Are principally cotton, cuttle fish, and nankeens. Many descriptions of goods are, however, transmitted through Ningpo from the Yang-tze and northern ports, and from Japan. These are tobacco, wax, silk piece goods, &c. The trade shows a falling off during the past year, the value being only 117,217 dollars, against 214,689 dollars in 1864. This was perhaps caused by the increase in direct imports from the north.

Imports from Shanghai.—The productions of Shanghai imported into Foochow are chiefly cotton, nankeens, and silk, but that place serves to a much greater extent than Ningpo as an entrepôt for the produce of the north, the interior, and Japan. The following table shows the import of the above-mentioned articles during the years 1864 and 1865.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Cotton	4,044	105,135	5,183	129,583
Nankeens	26,322	1,316,093	25,979	1,290,969
Silk, raw	109	62,614	24	15,718
„ manufactured	174	254,457	115	58,657
Total	30,649	1,738,299	31,301	1,494,927

Of goods imported from other places through Shanghai, the chief have been as follows:—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Peas	2,255	6,765	4,585	18,340
Rice	..	..	6,478	21,055
Bean cake	4,023	9,051	13,878	38,163
Tobacco	3,932	116,172	7,294	218,405

The total value of imports of all kinds from Shanghai during the year 1865, was 1,976,625 dollars, against 2,055,840 dollars in 1864.

Imports from Che-foo.—Are principally tobacco, cotton, wheat, peas, bean cake, and bean oil. The following Table of the chief imports during the years 1864 and 1865, will show that this trade progresses favourably.

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Tobacco	653	19,577	1,016	30,471
Cotton	265	1,900	1,226	30,652
Wheat	1,640	4,919	5,649	22,594
Peas	4,559	13,677	43,245	172,980
Bean cake	7,731	17,394	23,968	65,913
Bean and pea oil	6,060	48,482	8,411	115,699

The total value of imports from Che-foo in 1864 was 194,161 dollars, against 514,693 dollars in 1865.

Imports from Tien-tsin.—The principal articles imported from Tien-tsin are tobacco, snuff, and cotton, the demand for which commodities increased considerably during the past year, as may be seen from the following statement :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Tobacco	938	28,127	1,444	43,334
Snuff	..	..	98	19,640
Cotton	..	..	1,519	37,985

The total value of imports during 1864 was 72,813 dollars, against 195,565 dollars, the value in 1865.

Imports from Newchwang.—The chief direct imports during the past two years have been as follows :—

Description of Goods.	1864.		1865.	
	Piculs.	Value.	Piculs.	Value.
		Dollars.		Dollars.
Peas	21,488	64,465	17,191	68,765
Bean oil	..	..	3,816	53,424
Bean cake	15,403	34,656	33,188	91,266

The total value of imports from Newchwang during the year 1864, amounted to 112,466 dollars, against 213,455 dollars, the value in 1865.

Imports from Formosa.—This trade is as yet undeveloped, but would increase were greater facilities for communication in existence. The principal imports at present are coal and rice, but in time of dearth the export from Formosa of the latter commodity is prevented by the native authorities. Keelung coal is brought over almost exclusively for the use of coasting steamers. It is well adapted for steam purposes, and although it burns rather quickly, could, if subject to the same duty, compete readily with the coal imported from England or Australia. The present export and coast duties on Formosan coal amount to nearly 1.50 dollars per ton while upon foreign coal 7 cents only is charged.

There has been a diminution in the imports from Shanghai during the year 1865, as already stated. This was caused both by the importation from Hong Kong of a larger quantity of silk piece goods than formerly and by the increase in direct shipments from the northern ports.

It has been already stated that the value of the principal foreign

imports during the year 1865 was 4,341,938 dollars against 5,622,146 dollars in 1864. This serious deficit is however almost counterbalanced by the improvement apparent in that branch of the import trade, which is carried on by natives in goods of Chinese origin, of which the following is a summary, as regards value.

Ports of Clearance.	1864.	1865.
	Value.	Value.
	Dollars.	Dollars.
Hong Kong	878,882	911,573
Swatow	3,826	50,661
Amoy	27,196	118,278
Ningpo	214,689	117,287
Shanghai	2,055,840	1,976,625
Che-foo	194,161	514,693
Tien-tsin	72,813	195,565
Newchwang	112,446	213,455
Formosa	76,817	69,118
Total value	3,636,670	4,167,255

It is satisfactory to observe that the direct trade with Hong Kong, Swatow, Amoy, Tien-tsin, and Newchwang, has increased greatly during the year 1865, and that it promises to improve still further.

Exports.

Tea.—This is the most valuable produce of Foo-chow. A small portion is sent coastwise, but far the greater quantity is shipped direct to foreign countries. Considerable shipments are made through Hong Kong, to Australia, America, and India. It is said that in preparing teas for foreign consumption, the same care is not now taken that was expended upon it during the earlier days of the port. This may be accounted for by the much larger quantity which has now to be prepared, and the ready market which all kinds have found during the past few years.

The new tea begins to arrive in the month of May, and of late years so active has been the demand, that by the end of the following January little has remained unsold. To compare the seasons accurately it is therefore necessary to consider them as beginning on about the 20th of May. The following statistics of the export to foreign countries have been prepared in this manner, and show the progress of the trade since the opening of the foreign Customs.

Destination.	Season 1861-62.	Season 1862-63.	Season 1863-64.	Season 1864-65.	Season 1865-66.
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Great Britain ..	35,417,650	45,002,481	46,152,936	45,248,390	44,000,000
British Channel, for orders ..	2,497,444	2,410,130	969,616	334,036	2,681,166
United States ..	7,215,010	227,930	6,966,702	4,763,830	6,206,910
Australia . .	8,094,944	2,352,405	8,037,750	9,127,246	9,735,272
Hong Kong ..	2,493,385	2,323,834	1,841,294	3,478,414	2,921,688
Total ..	55,718,433	52,316,780	63,968,298	62,951,916	65,545,036

The export to Great Britain for season 1865-66 is an estimated amount as some teas still await shipment. The figures may, however, be

relied upon as within a few thousand pounds of what the actual quantity will prove.

The class of tea most in request for England is Congou. A large quantity of Souchong is also required, and a smaller quantity of Oolung. The bulk of the scented and green teas and some flowery Pekoe, are also exported to England. The last named variety was formerly much in demand for consumption on the continent of Europe, but has during the last four years gradually passed out of favour, and has consequently declined in value 50 per cent.

For the continent of Europe the cargoes consist chiefly of Souchong and Congou; the vessels being generally cleared for one of the English Channel ports, where they receive orders to proceed to their ultimate destinations.

For Australia it is not usual to have more than one shipper of tea in one vessel, and the name of the ship is usually printed upon the labels of the chests. The packages are required to be of certain standard weights, and the tea must be of an uniform quality. To ensure the latter it is usual to mix and re-pack the tea in Foo-chow. Congou is chiefly used, and the quality is always inferior. A few coarse scented teas are also shipped.

Three-fourths of the tea shipped to America consist of Oolung, and the remaining one-fourth, chiefly of Congou and Souchong. A few green teas also are exported to the States.

The names of the districts in which the principal teas used for foreign consumption are grown, may not here be out of place. Elsewhere will be found a few particulars regarding the geographical positions of those and other localities. Fu-ning-fu produces Congou and flowery Pekoe. A tea is also grown in this district from which either green tea or scented orange Pekoe can be manufactured. The finest Congou and Souchong are brought from Chien ning-fu and Shao-woo-fu. In the former prefecture is Wang-k'eng, celebrated for its Souchong; on the borders of these two districts is Kaisow, which has given its name to Foo-chow Congous as a class. The northern half of Yen-ping-fu produces Congou, and the southern half Oolung. Latterly a considerable quantity of Oolung has been prepared as Congou, and is much liked in England, on account of its strength. The tea plants in this part of the province are best suited for Oolung, although the chief difference between Oolung and Congou lies in the manufacture, not in the plant. The Sha-yun country is situated in this district, and is much esteemed for its production of Oolung. From Ting-chou-fu in the west, but little tea comes to Foochow, as a high range of hills shuts off the greater part of that place from water communications with the River Min. The district is drained by the Han, which debouches at Swatow. On its northern boundary Foo-chow-fu produces Congou, flowery Pekoe, and a kind suitable for green, or orange Pekoe. The southern central districts, Lung-yen-chou and Yung-chun-chou, produce Ning-yongs, which are of the same class as, but inferior to Oolungs, and much of the tea which finds its way to Amoy.

Timber.—The supply of wood, chiefly pine, is obtained from Chien-ning-fu, Yen-ping-fu, Yung-chun-chou, and Foo-chow-foo. This is probably on account of the superior facilities which exist for transporting rafts of timber from these districts than from those higher up. This commodity in the form of poles, is exported largely to Ning-po and Shanghai. The older trees, formed into coffin planks, are also sent in considerable quantities to the northern ports, and are much esteemed. This trade affords employment to a great many foreign vessels during the north-east

monsoon, but during the south-west monsoon the greater portion of the timber is carried by junks.

Oil.—Tea oil, made from the seeds of the tea plant, is used for many purposes by the Chinese. After it ranks the description made from ground nuts. Both of these oils are prepared in Yen-ping-foo, chiefly for consumption in the province.

Fruit,—both fresh and preserved, forms an important item amongst the exports from Foo-chow. The greater portion goes to Ningpo and Shanghai. It is produced chiefly in Foo-chow-fu and Hing-hua-fu; the former place furnishing oranges and olives, and the latter principally lungnans and lichees.

Sugar—is produced in Chang-chow-fu and Chin-chew-fu. It is, however, sent to Amoy alone.

Bamboo—is second only to tea in importance to the prosperity of the province. It is shipped to all the ports on the coast, either in its native state or manufactured. The young shoots are used for food in Shanghai and Ning-po, and during the autumn provides freight for several steamers. When manufactured into paper, this export becomes of still higher value.

Of this paper an immense quantity is sent to Che-foo and Tien-tsin, the trade being carried on upon a smaller scale, with Ningpo, Shanghai, and Newchwang.

Pottery—of a coarse description is made at Nan-kuan in Fu-ning-fu, and Ts'üan-chou-fu, at which place also iron pans, for cooking and tea-firing, and iron wire, are largely manufactured, but little exported.

The following Table shows the value of the principal exports from Foo-chow to the coast ports and Hong Kong, in the years 1864 and 1865. It will be seen that in 1865 there has been an increase in the exports to all the ports with the exception of Shanghai.

Ports.	Bamboo.		Paper.		Timber.		Tea.		Fruit.	
	1864.	1865.	1864.	1865.	1864.	1865.	1864.	1865.	1864.	1865.
Newchwang ...	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Tien-tsin ...	2,661	10,361	25,530	26,947	48	1,258	...	...	...	...
Che-foo ...	4,649	5,423	75,113	237,225	978	19,338	70,225	46,462	3,914	7,514
Shanghai ...	66,147	106,135	77,251	290,473	1,334	4,524	13,177	...	1,475	3,529
Ningpo ...	8,286	6,779	30,914	121,935	18,351	140,526	44,420	16,535	79,082	123,041
Formosa ...	...	573	170	66,125	19,704	21,190	...	...	53,602	118,927
Amoy ...	2,742	7,857	6,090	722	335	10,999	...	...	344	892
Swatow ...	1,353	5,464	...	777	120	236	...	35,867	41	3,630
Hong Kong ...	24,241	2,320	...	290	2,453	1,161	Foreign table	26,511	...	432
				2,795					6,025	17,313

The following Table shows the value in dollars of the native produce exported to Chinese ports from Foo-chow, during the years 1864 and 1865:—

Ports.	1864.	1865.
	Value.	Value.
	Dollars.	Dollars.
Newchwang	29,142	29,251
Tien-tsin	188,735	363,267
Che-foo	110,929	312,577
Shanghai	596,584	580,831
Ningpo	216,032	226,378
Formosa	19,155	44,544
Amoy	11,521	89,230
Swatow	1,794	40,087
Total value	1,173,892	1,686,165

It has been already remarked that the increase in direct imports from Che-foo, Tien-tsin, and Newchwang, caused the value of those from Shanghai to fall off in the year 1865. It will be seen that in the export trade the same cause has produced a similar result. The diminution in the value of shipments to Shanghai during the year 1865, was caused through a smaller quantity of paper having been sent there for transmission to the northern ports in that year than in 1864; the bulk of this export having been latterly sent direct to its ultimate destination.

Shipping.

Four regular coasting steamers ply between this port and Hong Kong, and are rarely diverted from that line. To Shanghai and Ningpo three small steamers run regularly, and in the fruit season others are chartered temporarily. All these vessels are under the English flag, and as they each make on an average at least two trips per month, their frequent entry into Foo-chow considerably augments the aggregate British tonnage.

Sailing vessels are chiefly employed in the foreign tea trade, a large number being also chartered for carrying timber, &c., to Shanghai and Ning-po. During the north-east monsoon, junks being unable to beat up the coast with poles, a large demand necessarily exists for foreign vessels.

The following statement shows the number and tonnage of such vessels employed in that branch of the coast trade during the years 1864 and 1865:—

Years.	Ningpo.		Shanghai.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.
1864	16	3,256	102	54,304
1865	9	3,012	82	47,505

American ships are employed almost exclusively in carrying tea to the United States. Small Continental vessels, mostly Danish and Hamburgh, are much liked by the Chinese for coast trade purposes, and are also useful for Australian cargoes.

The following Tables show the number, tonnage, and destination of vessels cleared from Foo-chow with tea cargoes during the years 1864 and 1865:—

1864.

Flag.	Great Britain.		United States.		Australia.		Continent.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British ..	51	38,678	10	4,931	22	6,354	..	..	83	49,963
American ..	..	..	3	2,866	..	..	..	..	3	2,866
Sundry ..	5	1,869	2	825	8	1,863	2	728	17	5,285
Total ..	56	40,547	15	8,622	30	8,217	2	728	103	58,114

1865.

Flag.	Great Britain.		United States.		Australia.		Continent.		Total.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British ..	52	35,827	9	5,248	23	6,412	..	..	84	47,487
American ..	..	..	2	1,437	..	..	..	..	2	1,437
Sundry ..	..	..	..	..	9	2,798	..	..	9	2,798
Total ..	52	35,827	11	6,685	32	9,210	..	..	95	51,722

DUTIES.—The duties collected in Foo-chow since the opening of the foreign customs, are shown in the following comparative Table :

Flag.	1861. July to December.	1862.	1863.	1863 compared with 1862.		1864.	1864 compared with 1863.		1865 compared with 1864.	
				Increase.	Decrease.		Decrease.	Increase.	Increase.	Decrease.
				Taels.	Taels.					
British ..	489,960	1,291,771	1,447,545	155,774	..	1,421,765	Taels. 25,780	Taels. 1,488,664	Taels. 66,899	Taels. ..
American ..	43,222	196,192	111,222	..	84,970	56,716	54,506	49,792	..	6,924
Sundry ..	75,949	280,798	144,907	..	135,891	122,779	22,128	99,577	..	23,202
Total ..	611,131	1,768,761	1,703,674	155,774	220,861	1,601,260	102,414	1,638,033	66,899	30,126

Transit Dues.

Lead is the only important article sent from Foo-chow into the interior by foreign merchants.

As regards tea, although foreigners advance largely to their compradores and tea-brokers for its purchase up country, it is not regarded as foreign property until delivered in Foo-chow; and the Chinese purchasers have therefore to defray all inland taxes and the expenses of the hong in the tea districts. To meet this expenditure, however, the contractors charge extra when delivering the tea to foreigners. The tea-men find that to use transit-passes for tea would bring them into disfavour with the local authorities, and those documents are therefore never applied for.

The Province.

The province of Fu-chien is divided into the following prefectures. To the north, on the sea-coast, is Fu-ning-fu; south of which, on the coast, is Fu-chou-fu; the central district lying to the west of Foo-chow is Yen-ping-fu; north of which is Chien-ning-fu; while to the west lie Shao-wu-fu and Ting-chou-fu. Lung-yen-chou and Yung-chun-chou are situated to the south of Yen-ping-fu, and east of Ting-chou-fu. Hing-hua-fu lies east of Yung-chun-fu and south of Foo-chow-fu. The two southern prefectures on the coast are T'süan-chou-fu and Chang-chou-fu. The River Min forms the highway of the province, and, together with its branches, is navigable far into the interior by small native craft. The city of Yen-ping-fu is situated in a position of the utmost importance, on account of its proximity to the main river just where a large branch joins it from the north; and as it lies below the junction of the streams which communicate with the other districts, an army in possession of this city might command the greater part of the province.

Shui-k'ou, a small town about eighty miles from Yen-ping, is below the rapids, which, farther up, both in the main river and in its tributaries, are numerous and dangerous.

The Fukien province is mountainous, and presents so many obstacles to the construction of canals and railways that they will probably never be introduced into this part of China.

In conclusion, it may be remarked that the present commercial relations of this port seem to promise an increase in its prosperity. The native authorities are always willing to uphold the interests of foreign merchants, while the latter readily conform to the existing trade regulations.

I have, &c.

(Signed) F. NEVILL MAY,
Acting Commissioner of Customs.

To Robert Hart, Esq.,
Inspector-General of Customs.

Report on the Trade at the Port of Amoy for the Year 1865.

*Office of Maritime Customs,
Amoy, January 31, 1866.*

Sir,

CONFORMABLY with your instructions, I have the honour to lay before you a Report of Trade for the year 1865.

When, a year ago, you received the Trade Returns for this port, a large portion of the neighbouring country was in a state of anarchy, and an important commercial city, Chang-chou-fu, of which Amoy was but the dépôt, was in possession of the rebels. Amoy was also for a time menaced

by the Chang-maos, and kept in a constant state of alarm ; business was paralysed, and all commercial enterprise was at a standstill.

My predecessor, Mr. Hughes, presented you with his Trade Report for 1864, and remarked that until the fall of Chang-chou-fu in the month of October of that year, the commercial prosperity of Amoy had been gradually on the increase for several years, and that there was reason to hope that upon the re-establishment of peace it would quickly return to its original state.

It is satisfactory to observe that this hope has to a great extent been already realized. Indeed, since the recapture in April last of Chang-chou-fu, when the rebels evacuated the adjoining districts in the province of Fu-kien, the trade of Amoy has been steadily progressive, which is shown by a comparison of the Quarterly Returns of Duties received, viz. :—

			Taels.
1st quarter	..	..	87,899
2nd	„	..	98,188
3rd	„	..	117,095
4th	„	..	168,854; or about the double of the first quarter.

I will now briefly particularize, under its various headings, the trade of this port for the past year :—

I.—Shipping and Tonnage.

In shipping and tonnage there has been a very large increase. In 1864, 661 vessels, registering 210,539 tons, entered the port, whilst in 1865 there were no less than 802 vessels, registering 276,319 tons, being an augmentation of 141 vessels, and 66,280 tons. The increase in the departures consisted of 125 vessels, registering 70,693 tons. The above figures include 265 steamers. Of these, besides the casual arrivals from the various Chinese ports, there are six which form a regular line between Hong Kong, Swatow, Amoy, and Foo-chow ; three are run by the Peninsular and Oriental Company, and three by Mr. D. Lapraik. It is by these boats that all the opium arrives, as well as a considerable portion of the native produce.

The past year was an unfortunate one for two of these steamers ; the “Corea” and “Chanticleer” were lost, with all on board, between Hong Kong and Swatow, in a typhoon, during the month of June. Another steamer, named the “Pootung,” was confiscated by the Chinese Government, for having resorted to a non-Treaty port for the purpose of trading in arms and ammunition with the rebels.

II.—Imports.

The value of the imports amounts as under :—

					Dollars.
A.	For produce arriving from foreign ports	..	..	..	5,870,462
B.	Opium	..	..	..	3,060,550
C.	Native produce from native ports	..	..	..	3,760,231
D.	Foreign produce from native ports	..	..	..	283,481
Total					12,974,724
In 1864 the total value was					9,419,625
Making a difference in favour of 1865 of					3,555,099

Due chiefly to the large arrivals of rice (being more than five times over the quantity imported in 1864) and to the increased consumption of opium.

The following Table will give an idea of the chief articles of import :—

Denomination.	1864.	1865.	Increase.	Decrease.
Opium Piculs ..	4,774	5,156	382	..
Cotton yarn "	3,205	3,936	731	..
" goods Pieces ..	65,230	88,643	23,413	..
Cotton Piculs ..	42,415	46,377	3,962	..
Metals "	27,501	15,259	..	12,242
Bean cakes "	306,129	265,601	..	41,128
Rice "	150,814	822,546	671,732	..
Wheat "	7,312	84,137	76,825	..
Beans and peas "	202,121	187,569	..	14,615

III.—Exports.

The value of exports is as follows :—

					Dollars.
A. Exports to foreign ports	..	..	..	..	1,606,844
B. Exports to native ports	..	..	..	..	1,092,514
Total	..	..	..	..	2,699,358
In 1864 it amounted to	..	..	..	..	3,773,811
Showing a deficit for 1865 of	..	..	..	..	1,074,453

The diminution is owing mainly to the small exportation of sugar and tea.

Subjoined is a Comparative Table of the principal articles of export during 1864-65 :—

Denomination.	1864.	1865.	Increase.	Decrease.
Tea Piculs ..	53,632	43,742	..	9,890
Sugar "	128,677	51,317	..	77,350
Naukeens "	2,454	2,016	..	438
Paper "	22,249	24,808	2,859	..
Medicine "	1,959	1,609	..	350
Iron ware "	6,257	3,561	..	2,696
Tobacco, prepared "	3,264	2,747	..	517
Vermicelli "	2,929	2,861	..	58
Gold leaf Pieces ..	51,495	16,523	..	35,175

IV.—Re-Exports.

					Dollars.
A. Foreign produce re-exported to foreign ports	..	..	..	..	70,663
B. Foreign produce re-exported to Chinese ports	..	..	..	..	1,100,355
C. Native produce re-exported to Chinese ports	..	..	..	..	28,279
D. Native produce re-exported to foreign ports	..	..	..	..	17,839
Total	..	..	..	..	1,225,636
In 1864 the value amounted to	..	..	..	..	774,877
Being an increase in 1865 of	..	..	..	..	450,759

V.—Total Value of Trade.

In adding up the values of imports, exports, and re-exports, the value of the entire trade of Amoy represents 16,899,718 dollars. In 1864 it reached the sum of 13,968,313 dollars, thereby showing an increase for 1865 of 2,931,403 dollars.

VI.—*Duties Collected.*

							Dollars.
In 1865 the grand total of duties collected was	..	..	..	..	..	..	471,978
In 1864	..	..	..	..	..	..	474,909
Being a decrease in 1865 of	..	..	..	..	..	..	2,931

This is caused by the delay in the exportation of tea. A considerable portion of last season's teas, contrary to what is usually the case, are only now being shipped. The large importation of rice and other merchandize, which enter free of duty, whilst they testify to the increase of trade, sufficiently explain the cause of the small deficiency in the revenue. They likewise tend to bear out the assertion, to the effect that if this neighbourhood had been in a state of peace, the money needed for the purchase of the common necessities of life, would have been employed in the purchase of other merchandize subject to duty, which would have made an increase instead of a decrease in the revenue for 1865.

VII.—*General Remarks.*

It may not be uninteresting to observe, that between the value of imports of foreign produce (excluding opium), and the value of imports and exports of native produce, there exists but little difference. It is also worthy of notice that in the port of Amoy, the Chinese merchants transact, to a great extent, their own business, without having recourse to the foreign merchant as intermediary. They appreciate more and more the advantage of employing foreign to native craft, and they learn at the same time to dispense with foreign assistance.

In spite of the manifest extension of trade, the European commercial community has a tendency to diminish. During the past year the agencies of the two largest houses of China have been suppressed.

The small sum of 59 taels, 4 mace, 2 candarines, and 5 cash, under the heading of transit dues, which does not figure amongst the duty returns for 1865, is a sufficient indication that the bulk of the trade is in the hands of the Chinese.

It is probable that the facilities offered by the Customs with regard to applications to land and ship when presented by Chinese, tends to save them both time and money.

This establishment, entering into the spirit of your instructions, affords to trade every facility compatible with the interests of the Chinese Government.

Last year a lighthouse was erected on one of the six islands called "Titan," at the entrance to this port. It is kept up at the expense of this office, and it gives general satisfaction.

Amongst the actual requirements, that most needed just now is a pier, alongside of which steamers might load and discharge. The number of steamers visiting Amoy, justifies the necessary expense, and that would, I presume, be partially met by the proprietors of the boats which run regularly between the coast ports and Hong Kong.

VIII.—*Conclusion.*

I have now merely to add that the commerce of this port, viewing the deplorable condition of the country at the end of 1864 and the beginning of 1865, can be considered on the whole as satisfactory, and may be summed up as follows:—

Value of imports	..	12,974,724	dollars, at 4s. 6d., equal to	£2,919,318
Value of exports	..	2,699,358	„ „	607,355
Total	..	15,674,082	„ „	3,526,663

Duties received were, 471,978 taels 2 m. 9 c. 6 c., equal to 162,242l.

I have, &c.

(Signed)

C. KLECZKOWSKI,

Commissioner of Customs.

To Robert Hart, Esq.,
Inspector-General of Customs.

*Report on the Trade at the Port of Takow (Formosa) for the
Year 1865.*

*Office of Maritime Customs,
Takow, January 12, 1866.*

Sir,

IN accordance with your instructions, the returns of trade for the ports of Takow and Taiwan-fu have been already forwarded to the Commissioner of Customs at Shanghai.

Having been here only since May last, I can judge of the trade of the port for the first half of the year solely by reference to the books; and as the port of Taiwan-fu was not open to foreign trade previous to the 1st January, 1865, I have no data with which to compare the trade of the past year.

By reference to the Returns of Duties you will see that the duties for the quarter ended 30th June, 1865, exceed by the sum of Haikwan 4,244 taels, 4 mace, 9 candarines, 7 cash, the total amount collected during the other three quarters; and the total amount collected during the last two quarters only exceeds the amount collected during the quarter ended 31st March, 1865, by the sum of Haikwan 1,794 taels, 9 mace, 3 candarines, 8 cash.

The great excess of the duties of the quarter ended 30th June, and the small amount in the following two quarters, may be accounted for from the fact that a quantity of rice was exported in the first-named quarter under bond to Amoy upon which duty was paid; but this duty, in accordance with the instructions of the Tartar General, was afterwards refunded, and consequently a considerable portion of the duties of the remaining quarters was paid by drawback. The prohibition to export rice, except to Amoy and Foochow under pass,—which pass, as there are not now any unusual number of troops in Fukien, is difficult to obtain,—has deprived us of almost the only export which was available; and as regards Taiwan-fu, that port being an open roadstead, it is not safe for vessels to venture there during the south-west monsoon. From 21st June to 7th October only one vessel, a schooner of 103 tons, cleared from that port. Though, since the latter date, several vessels have visited Taiwan-fu, the trade during the last quarter has principally consisted in imports. Two-thirds of the tonnage at Taiwan-fu during the last quarter has cleared in ballast, and even as regards the remaining one-third hardly any vessel has taken a full cargo. Of the total amount of duties collected in Taiwan-fu during the same period, only Haikwan 248 taels, 9 cash, or rather less than one-tenth of the whole, consist of export duties; the remaining nine-tenths are composed of import and coast trade duties.

As regards Takow, though business here during the quarter ended September 30th was pretty brisk, yet the return of duties was small. The reason of this I have already to some extent explained; in addition, I

must point out that the principal article of export during that quarter was rice, under pass to Amoy, upon which no duty was collected. During the last quarter trade has been nearly nil. During the whole quarter only twenty vessels have cleared from this port. On two occasions we have been for a week at a time without a single vessel in the port, and two or three times we have had only one or two, and during the whole quarter we have never had more than four vessels in the port at one time. We can hardly expect a large return for the trade of this port during the north-east monsoon, as the importance of Takow arises from its being the port of Taiwan-fu during the south-west monsoon.

The chief exports from Taiwan-fu and Takow are sugar, turmeric and sesamum seeds. The first of the new sugar has only just now come into the market. The country people have been holding in the hopes of obtaining a better price. No turmeric has as yet been exported this season, and sesamum seeds will not come in till summer.

I have drawn out some tables, which I give below, comparing the trade of the two years 1864 and 1865.

TABLE No. I.—Showing the increase and decrease in 1865 in the principal articles of import, as compared with the fourteen months ended 31st December, 1864.

Description of Goods.					1864.	1865.	Increase.	Decrease.
Cotton piece goods—								
Brocades	..	..	Pieces	..	200	606	406	..
Shirtings, grey	..	..	"	..	2,650	11,697	9,047	..
" white	..	..	"	..	900	3,500	2,600	..
T-cloths	..	..	"	..	300	2,200	1,900	..
Turkey red cambrics	..	..	"	..	399	4,800	4,401	..
Metals, tin	..	..	Piculs	..	68	288	220	..
Nankeens	..	..	"	..	762	2,120	1,358	..
Opium	..	..	"	..	1,104	1,569	465	..
Peas	..	..	"	..	1,212	4,537	3,325	..
Tobacco, prepared	..	..	"	..	900	3,132	2,232	..
Woollen goods—								
Camlets, English	..	..	Changs	..	2,304	10,118	7,814	..
" Dutch	..	..	"	..	738	714	..	24
Lastings	..	..	"	..	201	1,449	1,248	..
Long ells	..	..	"	..	440	1,821	1,381	..

TABLE No. II.—Showing the increase and decrease in the principal articles of export in 1865, as compared with the fourteen months ended 31st December, 1864.

Description of Exports.					1864.	1865.	Increase.	Decrease.
Ground nuts	..	..	Piculs	..	1,925	6,744	4,819	..
Ground nut cakes	..	..	"	..	5,377	12,056	7,679	..
Hemp	..	..	"	..	595	1,849	1,254	..
Lung-ngans with stones	..	..	"	..	2,949	2,426	..	523
" without stones	..	..	"	..	4,488	2,633	..	1,855
Sessamum seed	..	..	"	..	5,195	5,723	528	..
Sugar, brown	..	..	"	..	108,517	117,057	8,540	..
" white	..	..	"	..	8,775	28,835	20,060	..
Turmeric	..	..	"	..	5,765	4,101	..	1,664

TABLE No. III.—Showing the tonnage which entered and cleared in 1865, as compared with the fourteen months ended 31st December, 1864.

TONNAGE.

Flag.	Entered.				Cleared.			
	1864.		1865.		1864.		1865.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
American	..	..	13	1,584	..	..	12	1,411
Bremen	2	480	20	4,928	2	480	21	4,980
British	38	7,682	42	6,106	35	7,178	44	6,446
Danish	43	6,785	23	3,829	47	7,435	22	3,659
Dutch	..	..	3	705	..	..	4	990
French	2	539	4	1,066	2	539	6	1,592
Hamburgh	33	7,626	25	5,885	31	7,165	26	6,060
Hanoverian	7	815	10	1,401	8	895	11	1,526
Hawaiian	..	..	1	150	..	..	1	150
Norwegian	3	654	3	636	3	654	4	854
Prussian	7	1,069	4	826	6	861	4	809
Portuguese	..	..	3	339	..	..	3	339
Spanish	..	..	1	193	..	..	1	193
Totals	135	25,450	152	27,648	134	25,207	159	29,009

By the first Table you will see that there has been an increase in the imports of all the articles named, with the exception of Dutch camlets, in which article there has been a slight falling off.

The second Table shows that there has been an increase in all the articles of export named, with the exception of lung-ngans and turmeric. With regard to the lung-ngans, we had a severe typhoon when the trees were in blossom, which stripped the trees bare, and the crop has been an entire failure. The few lung-ngans which have been exported this year were the remains of the crop of 1864. The turmeric crop has also been a poor one. The export of rice has been so much affected by the restrictions, that I have not considered it a fair article for comparison. There appears to be very little difference in the return of the shipping for the two years.

In comparing the two Returns, it must be taken into account that, in the first place, they do not represent the same length of time, the one being an account of the trade from 26th October, 1863, to 31st December, 1864, or a little more than fourteen months; and the other from 1st January, 1865, to 31st December, 1865, or just twelve months. And on the other hand, that the latter return is for the trade of Takow and Taiwan-fu, whereas the former is for Takow only, as Taiwan-fu was not at that time open to foreign trade.

Last year all the opium re-exported was to Taiwan-fu, but as we now look upon the ports of Takow and Taiwan-fu as one port, we have not reported the re-exports to the former place.

Upon the whole, there appears to be a satisfactory increase of trade during the past year, and the increase would doubtless be greater in the coming year if we could induce the Chinese authorities to take off the restriction from the export of rice; but though the crops of rice this year were very good, rice is still dear, and the Taotai fears a rebellion if he ventures upon such a step.

I am, &c.

(Signed) HENRY JAMES FISHER,

Assistant in Charge.

To Robert Hart, Esq.,
Inspector-General of Customs.

Report on the Trade at the Port of Swatow for the Year 1865.

*Office of Maritime Customs,
Swatow, January 31, 1866.*

Sir,

I HAVE the honour to submit the following remarks on the trade of this port for the past year:—

Imports.

Our general import trade compares favourably with that of 1864, showing an increase on the total estimated value of 2,314,191 dollars. The following comparative Table shows the principal imports for the two years:—

Goods.	1864.	1865.	Increase.	Decrease.
Shirtings, grey .. Pieces ..	20,986	41,111	..	20,125
„ white .. „ ..	8,271	10,319	..	2,048
T-cloths .. „ ..	7,000	12,810	..	5,810
American drills .. „ ..	814	1,127	..	313
Dyed cottons .. „ ..	2,700	2,711	..	11
Turkey reds .. „ ..	410	2,814	..	2,404
Other cotton goods .. „ ..	2,492	2,037	355	..
Woollens .. „ ..	5,128	5,772	..	644
Opium, Malwa .. Chests ..	2,163	1,287	876	..
„ Patna .. „ ..	2,215	2,763	..	548
Cotton yarn .. „ Piculs ..	2,541	4,249	..	1,708
Cotton .. „ ..	50,584	58,170	..	7,586
Bean cake .. „ ..	1,028,091	896,619	131,472	..
Beans and peas .. „ ..	253,047	297,262	..	44,225
Medicine .. „ ..	4,112	6,130	..	2,018
Oil .. „ ..	5,720	7,044	..	1,324
Pepper, black .. „ ..	1,235	1,865	..	630
„ white .. „ ..	92	185	..	93
Rice .. „ ..	107,164	644,621	..	537,457
Wheat .. „ ..	14,487	55,667	..	41,180
Vermicelli .. „ ..	5,562	6,291	..	729

Exports.

Our export trade shows a great falling off in comparison with that of 1864. This decline is not easily to be accounted for, although, doubtless, the over speculation of the past two years, and the heavy losses incurred thereby, must have had some influence. The annexed Table gives a comparative statement of our chief exports:—

Goods.	1864.	1865.	Decrease.	Increase.
Sugar, white .. „ Piculs ..	329,662	230,977	98,685	..
„ brown .. „ ..	352,278	298,510	53,768	..
Paper, 1st quality .. „ ..	5,019	6,410	..	1,391
„ 2nd quality .. „ ..	30,507	8,384	22,123	..
China ware, coarse .. „ ..	10,513	13,905	..	3,392
Grass cloth, coarse .. „ ..	1,152	1,726	..	574
„ fine .. „ ..	30	41	..	11
Medicines .. „ ..	768	814	..	46
Pottery .. „ ..	1,206	1,006	200	..
Potatoes flour .. „ ..	2,430	7,698	..	5,268
Shoes .. „ Pairs ..	38,965	48,631	..	9,666
Tobacco .. „ Piculs ..	6,512	7,920	..	1,408
„ leaf .. „ ..	779	365	414	..

Tonnage.

The large importation of rice at the commencement of the year caused a considerable augmentation in our tonnage; and we number 588 vessels entered, tonnage 223,853; and 581 vessels cleared, tonnage 220,203; while, in 1864, there were 472 vessels entered, tonnage 168,945: showing, in 1865, an increase of 116 vessels entered, tonnage 53,992; and 112 vessels cleared, tonnage 51,259.

General Remarks.

Our trade has been more or less disturbed throughout the year by the unsettled state of the country, the rebels seriously interfering with the transit of goods to or from the interior. They are at present in partial possession of the city of "Chai-ying-chou," one of the chief passes into Kiang-si, the principal market for our opium. The continued high prices of produce at the northern ports precluding the possibility of obtaining remunerative returns for ventures from this port, have likewise tended to depress our trade to a very considerable extent.

I have, &c.

(Signed)

H. D. WILLIAMS,

Commissioner of Customs.

To Robert Hart, Esq.,
Inspector-General of Customs.

Report on the Trade at the Port of Canton for the Year 1865.

Office of Maritime Customs,

Canton, January 31, 1866.

I HAVE to report an increase of 7,352,000 dollars in the foreign trade of this port, for the year ended the 31st of December, 1865, as shown in the following Tables:—

Total value of Imports in Mexican dollars.

For the year 1865.	Goods	..	10,556,000	
	Treasure	..	3,421,000	
				13,977,000
For the year 1864.	Goods	..	8,192,000	
	Treasure	..	2,828,000	
				11,020,000
				2,957,000

Total value of Exports in Mexican dollars.

For the year 1865.	Goods	..	..	18,054,000	
	Ditto	..	..	13,659,000	
					4,395,000
Total dollars	..	..	..	..	7,352,000

The increase in duties and tonnage dues for the same period is 116,000 taels, divided as follows:—

Import duty for 1865	..	..	..	..	230,500	
1864	..	..	..	..	194,200	
						36,300
From which deduct difference in coast trade account, amount entered as received in 1864 over 1865	..	..	..	..	..	10,300
						26,000
Export duty for 1865	..	..	..	..	576,400	
1864	..	..	..	..	489,700	
						87,700
Tonnage dues for 1865	..	..	..	..	22,200	
1864	..	..	..	..	19,900	
						2,300
Making a total of taels	..	..	..	..	..	116,000

The various offices were instructed in the early part of the year not to accept export duty certificates after the 31st of March last, except on such goods as came direct to a Treaty port. Up to that time, native produce arriving from Hong Kong, accompanied by an export duty certificate, paid half duty, which was carried to coast trade account; consequently, the amount of 25,000 taels entered under the heading of Coast Trade Duty for 1864, included all native produce received by foreign vessels. Hong Kong having been placed on the same footing as a foreign port in March 1865, full duty has been charged on all goods arriving from there since that time, and the amount carried to import duty account; therefore the coast trade account is 10,300 taels less than that of the previous year.

The total export of tea for last year shows an excess of 3,700 peculs over that of the year before. At the close of 1864 there was a stock on hand of about 14,000 peculs, which has been shipped off this year, and is included in the total amount; therefore there is a falling off in the export of more than 10,000 peculs. It is generally believed that, in consequence of the demand at Hankow, the receipts at this port from the other provinces will continue to decrease.

Cotton has been received from Bombay during the year to the extent of about 50,000 peculs; and now that the American war is over, the importation will no doubt gradually increase to what it was five years ago. An increase of 15,000 peculs in the amount of native cotton passed this office is to be noticed; this is owing in a measure to the low rate of freight charged by the river steamers, which has induced importers to bring it up by them, rather than by native craft.

The following Table shows the variation in the importation of cotton goods:—

				1864.	1865.
Cottons—					
Dyed, figured, and plain ..	Pieces	..	..	14,000	9,000
Damasks ..	..	..	..	700	1,000
Printed and fancy ..	..	..	..	7,000	6,000
Shirtings, grey ..	..	..	..	44,000	80,000
„ white ..	..	..	..	42,000	52,000
T-cloths, 24 yards ..	..	..	..	22,000	29,000

The difference in the importation of shirting, say 35,000 pieces of grey, and 10,000 pieces of white, can be attributed to the short import of the two previous years. A large portion of the purchases of the above-named goods made in Hong Kong, being brought up in native boats, does not pass the foreign Inspectorate, therefore no estimate can be made at this office of the amount actually imported into the province.

The import of opium remains about the same as last year, as will be seen by the following Table:—

				1864.	1865.
Opium, Malwa ..	..	Piculs	..	1,180	1,330
„ Patna ..	..	„	..	1,310	1,041
Total ..	..	„	..	2,490	2,371

The amount stated above is about one-tenth of the entire importation, the remaining nine-tenths being smuggled.

The levying of tonnage dues on foreign vessels bringing rice to this port, has the effect of almost entirely stopping the importation in other

than native craft. Last year seven foreign vessels arrived, bringing 65,000 peculs, while the year before nine came in, with 71,000 peculs.

The import of silk piece goods has risen from 363 peculs in 1864, to 548 peculs in 1865. This can be attributed to the cessation of hostilities in the neighbourhood of Soo-chow, which has enabled the weavers to spin a costly kind of cloth, which finds a ready market among the wealthy of this province.

The export of cassia, fire crackers, and matting, has been large, owing to the demand for America. The following Table shows the movement in these articles:—

					1864.	1865.
Cassia .	..	..	..	Piculs ..	13,000	23,000
Fire crackers .	..	..	..	..	11,000	20,000
Matting ..	..	..	..	Rolls ..	37,000	59,000

In consequence of a large demand from England, the export of raw and thrown silk has risen from 2,800 peculs in 1864, to 8,700 peculs in 1865.

The export of wild raw silk for last year is 1,500 peculs more than that of the year before, which is owing to the fact of the crop being unusually large. This description of silk is sent to India, where it finds a ready sale.

In consequence of the small demand from foreigners, the export of silk piece goods has fallen to 3,300 peculs, against 4,100 peculs in 1864.

The demand for sugar from the northern ports having increased, the export last year reached 90,000 peculs, against 65,500 peculs the previous year.

Large quantities of brass buttons are manufactured here, and sent to the northern ports. In 1860 there was shipped from this port 450 peculs, valued at 35,000 dollars, while last year there was an export of nearly 4,000 peculs, valued at 350,000 dollars.

Coolie emigrants have been sent during the past year to the British West Indies, under the protection of the English Government; and to Havanna and Peru, under the protection of the French Government. Six vessels clear for British West Indies, taking 2,073 coolies; two for Havanna, taking 511 coolies; and two for Peru, taking 859 coolies.

During the past year a new steam-boat company has been organized, and there are now two steamers arriving from Hong Kong, and two departing for that place each day. The additional facilities for conveying goods, and the low rates of freight charged, tend to develop trade, but it is a question if the benefit is felt much beyond the immediate neighbourhood of the city, for it is supposed that the country people send the larger portion of their productions to, and receive nearly all their foreign supplies from, Hong Kong by native boats.

The following Tables exhibit what portion of trade is done by sailing vessels, and what by river steamers:—

Duties for the year 1864, exclusive of Coast Trade and Tonnage Dues.

					Taels.	Taels.
Imports by sailing vessels	..	..	..	..	6,100	
„ river steamers	..	..	..	..	188,000	
						194,100
Export by sailing vessels	..	..	..	..	323,100	
„ river steamers	..	..	..	..	165,600	
						488 700
Total	..	..	..	..		682,800
						3 2

Duties for the year 1865, exclusive of Coast Trade and Tonnage Dues.

				Taels.	Taels.
Imports by sailing vessels	..	..	..	6,000	
„ river steamers	..	..	..	223,000	229,000
Exports by sailing vessels	..	..	..	361,000	
„ river steamers	..	..	..	215,000	576,000
Total	..	..	..		805,000

It is thus proved that there has been an increase in the import duties paid by the river steamers of 35,000 taels, and in the export duties of 50,000 taels. The import duty by sailing vessels remains about the same, while the export duty is 40,000 taels in excess.

The following comparative statement gives the tonnage for the years 1864 and 1865 :—

	Entered.				Cleared.			
	In 1864.		In 1865.		In 1864.		In 1865.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Sailing vessels ..	218	93,443	310	135,619	226	94,892	303	133,497
Steamers ..	629	259,306	583	349,475	629	259,306	583	349,475
Total ..	847	352,749	893	485,094	855	354,198	886	482,972

By the above it will be seen that the river steamers made forty-six trips less last year than the year before, but with an excess of 90,000 tons. This excess is apparent only, arriving from the fact that one of the river steamers of 700 tons was reported as being of 2,300 tons, and was entered in the books of the office at that rate for four months.

In 1864 there were 218 sailing vessels entered, of which 157, measuring 74,346 tons, were in ballast; and there were cleared outward 225, of which 108, measuring 46,840 tons, were in ballast, showing that of 157 vessels coming into port empty, 49 took cargo away with them. The returns for the past year exhibit a decided improvement, for of 310 vessels entered, 227 of them, measuring 102,023 tons, were in ballast; and of 303 cleared, 134, measuring 58,875 tons, were in ballast, thus showing that 93 of the vessels arriving in ballast found employment.

(Signed) GEO. B. GLOVER,

To Robert Hart, Esq.,

Commissioner of Customs.

Inspector-General of Customs.

Commerce de Shanghai, pendant l'Année 1865.

Shanghai, le 1 Février, 1866.

L'ANNÉE 1865 restera par excellence dans la mémoire des négociants de Shanghai comme une année de grands contrastes,—une année de pertes immenses et de beaux profits.

Qui n'a encore présentes à la pensée les douloureuses émotions, les cruelles angoisses éprouvées dans sa première moitié?

Les malles n'apportaient sur la liquidation de 1864 que des nouvelles fâcheuses : le thé perdait 60 pour cent, le coton ne trouvait pas d'acheteurs. A chacune d'elles on voyait avec regret quelque maison de commerce vieille et respectée tomber en entraînant dans sa chute les maisons

secondaires qui en dépendaient. D'une autre part les spéculations locales tentées en vue d'un état de choses irrévocablement passé se tournaient contre leurs auteurs : les rebelles étaient détruits et par suite les milliers de réfugiés qui étaient venus chercher asile dans les concessions étaient rentrés dans leurs foyers, laissant dans l'abandon les longues rangées de maisons bâties exprès pour eux et réduisant à une valeur presque nulle des terrains achetés à des prix exagérés.

La saison d'exportation s'ouvrit sous des auspices défavorables ; les thés se payaient trop cher, les soies aussi. Plus d'un commerçant forcé d'acheter dut craindre de nouveaux mécomptes ; nous verrons qu'heureusement il ne se sont pas réalisés. La seconde moitié de l'année non seulement n'aura pas justifié ces pressentiments, mais encore aura réparé sinon tout-à-fait du moins en partie les désastres de la première et si l'orage a été terrible et marque encore par de tristes ruines, ses effets sont déjà bien atténués pour ceux qui ont pu le soutenir et qui, découragés un instant, peuvent maintenant poursuivre leurs labeurs avec confiance et bon espoir.

Ayant à décrire les phases du commerce du Shanghai pendant l'année qui vient de s'écouler, nous nous félicitons pour notre compte que la tâche soit plus agréable que pendant longtemps nous ne devions l'espérer et, qu'au lieu de revers nouveaux, nous ayons à présenter comme conclusion des résultats satisfaisants et des perspectives rassurantes.

I.—Commerce Etranger.

Importations.—La Table No. IV de la 1re division des statistiques, nous indique que le total net des importations et des exportations étrangères est de 64,745,945 taëls, quand en 1864 il était de 60,622,571 taëls ; c'est donc une augmentation de 4,123,374 taëls au bénéfice de 1865.*

L'importation des produits étrangers qui en 1864 s'élevait à 30,000,000 de taëls, s'élève en 1865 à 35,000,000 de taëls ; c'est sur les cotonnades, les lainages et l'opium, qu'a porté surtout cette augmentation considérable.

Cotonnades Grises (Grey Shirtings).—L'importation des cotonnades et des lainages n'avait jamais été aussi brillante. Les cotonnades grises (grey shirtings) sont montées de 549,041 pièces—chiffre de 1864—à 1,291,865 pièces. Les grandes exportations de coton des années précédentes ayant rendu en chine le prix du textile très élevé et diminué la fabrication des étoffes indigènes, les cotonnades étrangères ont naturellement attiré une demande très active et commandé des prix avantageux.

En Mars, lorsque les eaux du Peiho s'ouvrirent à la navigation et que l'on pût aborder le marché de Tien-tsin, le prix monta jusqu'à 4.35 taëls par 6½ cattie : le taux moyens de l'année a été de 3.75 taëls. Les négociants de Chine se sont émus de trouver parmi les cotonnades grises arrivées d'Europe une grande proportion de pièces frappées d'une détérioration qui les font qualifier par les Anglais de "mildewed," terme qui en Français se traduirait peut-être par le mot "brouies." Dans la première partie de 1865, 15 pour cent à peu près de cotonnades grises ont été reçus dans ces conditions et nous avons pu le constater par les nombreuses demandes de diminution de droits qui nous ont alors été adressées. Rien à la surface des ballots n'indiquait cette détérioration ; mais en les ouvrant, ou apercevait mêlées à des pièces de bonne qualité brouies, les unes simplement tachées, les autres arrivées à un état de corruption très avancé,

* Nous dirons pour les personnes peu au courant des choses de la Chine qu'à Shanghai le taël vaut en moyenne 8 francs.

Le picul correspond à 60 kos. 453 et il se divise en 100 catties.

de pourriture même et, en recherchant la cause, on a découvert que les fabricants en Angleterre ayant à se servir d'un coton inférieur et d'une couleur moins pure que celle du coton Américain employé antérieurement, empesaient les étoffes non plus avec de l'amidon mais avec du "Silicate de Soude" qui leur donne une teinte plus blanche, mais attaque plus ou moins leurs fibres et les corrompt graduellement une fois qu'elles sont empaquetées. Qu'il y ait en cela fraude ou simplement erreur, les torts causés au commerce de Chine n'ont pas moins été sérieux matériellement et moralement. Les négociants Chinois avaient l'habitude d'acheter les cotonnades sur échantillon; maintenant ils ouvrent les ballots et les inspectent avec soin, montrant ainsi qu'à leurs yeux, le niveau de leur confiance a baissé. Des réclamations nombreuses ont naturellement été adressées contre les fabriques; mais elles n'ont pas abouti et ont été déclarées non valables par les tribunaux, décision qui a rendu les négociants en Angleterre plus minutieux dans l'examen des cotonnades qui leur étaient livrées et a fait diminuer la proportion des étoffes brouies; vers la fin de l'année, cette proportion était cependant encore de 10 pour cent. Comme maintenant les fabriques ont toute facilité pour se procurer du coton de meilleure qualité, on espère que cet inconvénient va bientôt disparaître. Le plus-tôt sera le mieux; car sans reparler des pertes déjà subies à Shanghai, une défiance plus ou moins marquée reste attachée aux cotonnades grises et comme leur écoulement est en progrès, il serait à regretter qu'il fut arrêté par des procédés qui, coupables ou non, sont certainement taxés de "mauvaise foi" par les Chinois.

Les étoffes brouies se sont principalement écoulées sur la place de Shanghai où des débitants de second ordre les ont achetées à prix réduits.

Cotonnades Blanches (White Shirtings).—L'importation des cotonnades blanches est restée stationnaire: 212,097 pièces en 1865; 212,236 pièces en 1864. En Avril et Mai, les prix de vente étaient bons et annonçaient un commerce actif, mais les demandes n'ont pas continué. Il est à remarquer que cette année beaucoup de cotonnades blanches et grises ont été expédiées par la voie de Suez. Sur les autres cotonnades, une diminution d'importation est à constater; les Chinois n'en ayant pas un besoin aussi absolu, ont limité leurs achats devant les prix élevés de ces articles. Sur l'article T-cloths, la différence des deux années n'est pas très grande: 156,765 pièces contre 171,340. Ces étoffes sont assez en faveur parcequ'elles se rapprochent beaucoup des étoffes indigènes de même espèce; un écoulement considérable leur est assuré par la suite.

Pour l'article "chintzes and furnitures," la différence est sensible: 86,736 pièces contre 123,119. Pour les mouchoirs, elle est plus sensible encore: 21,997 douzaines contre 98,166. Pour les cotonnades Américaines (American drills, jeans, and sheetings) l'importation jadis considérable est devenue presque nulle, et on peut voir par le tableau suivant quel dommage la guerre leur a occasionné.

			Pièces.				Pièces.
1861	..	..	403,638	1864	..	..	12,787
1862	..	..	99,744	1865	..	..	2,738
1863	..	..	21,290				

Toutefois, cette dépression sur quelques articles affecte peu le commerce total des cotonnades qui, comme nous l'avons vu, marque en 1865 par un grand accroissement d'importation et de beaux profits. Comme prix, et surtout maintenant qu'elles peuvent être vendues à meilleur marché que les années précédentes, les cotonnades Anglaises peuvent aisément lutter avec les cotonnades indigènes, et la préférence que les Chinois donnaient à celles-ci est loin d'être aussi forte. On pense que le prix de ces dernières restera encore haut, car les pluies

ont abimé les récoltes de coton dans les provinces du littoral et celles de l'ouest où la culture du textile est la plus étendue ; aussi les négociants de Shanghai comptent-ils sur un commerce considérable de cotonnades pour 1866.

Lainages (Woollens).—Les statistiques donnent aussi une preuve bien frappante de l'appréciation croissante des Chinois pour les lainages. Les camelots Anglais (English camlets) de 74,771 pièces en 1864, sont montés en 1865 au chiffre des 115,115 ; les prix ont peu varié pendant l'année et sont restés entre 17 et 19 taëls pour les qualités ordinaires. Les "Dutch camlets" ont été de 23 à 24 taëls pendant les premiers mois de l'année ; de 25 à 39 dans la seconde moitié. Les "Spanish stripes," sont montés de 31,507 pièces à 47,430 ; les Chinois apprécient cet article de plus en plus. Les "scarlet long ells" ont subi une petite diminution : 117,646 pièces en 1865 contre 128,810 en 1864 ; mais leurs prix ont été très avantageux ; ils ont été expédiés surtout sur Hankow, où ils sont en plus grande demande que partout ailleurs. Les lustres et Orléans ont une augmentation notable : 186,329 pièces contre 136,591 en 1864. Les articles de cette catégorie, que les Anglais appellent "figured," donnent à peu près 30 pour cent d'augmentation ; les Chinois en voudraient, dit-on, à les substituer graduellement à leurs soieries, ce qui leur assurerait une importation toujours progressive.

Allumettes, Aiguilles, &c., &c.—Après les cotonnades et les lainages, nous ne trouvons plus à citer comme articles manufacturés de l'Occident adoptés par les Chinois que les aiguilles, les allumettes, les montres et les boîtes à musique ; les autres sont insignifiants. Le commerce des aiguilles est en grande augmentation : 271,134 lots de mille ont été importés en 1865, quand 66,625 lots de mille seulement avaient été importés en 1864 ; Tien-tsin en est le marché principal. Les allumettes sont dans le même cas et figurent sur les statistiques pour 47,894 grosses, quand en 1865 l'importation n'a été que de 16,201 grosses. Le commerce des montres est resté le même pour les deux années et s'élève pour chacune à un peu plus de 45,000 taëls. Les boîtes à musique paraissent perdre de leur faveur : leur total est de 8,000 taëls au dessous de celui de 1864. Ces différents articles viennent en grande partie de l'Europe continentale et composent le commerce le plus sérieux qu'elle ait avec Shanghai, mais ils n'y sont pas apportés directement et sont laissés par les navires à Singapore et à Hong-Kong. C'est pour cela qu'ils ne figurent pas à la table consacrée spécialement aux importations du continent.

Opium.—Dans le but de corriger ses sujets de l'usage de l'opium, le Gouvernement Chinois a prohibé d'une manière rigoureuse la culture du pavot dans les provinces du Sz-tchuen et du Shansi ; mais cette prohibition dont les effets ont été réels dans ces provinces et ont diminué la production de l'opium indigène, a manqué son but réformateur et n'a eu qu'un résultat, celui d'augmenter l'importation de l'opium étranger. L'opium de Malwa et de Patna qui donnait pour 1864 un total de 28,881 piculs, donne pour 1865 un total de 33,438. Le premier est monté de 435 taëls le picul à 650 et 700 taëls : le second est monté de 320 taëls à 450 taëls et 480. L'opium de Bénarès figurait en 1864 pour piculs 1,212 ; il figure en 1865 pour 2,637. L'opium de Perse à peine importé auparavant, passe cette année au chiffre de 533 piculs 25 : l'opium de Turquie figure pour 69 piculs 89. C'est pour 1865, un total de 36,680 piculs d'opium d'une valeur de 17,769,726 taëls ; à 2,000,000 de taëls près, 50 pour cent de l'importation totale des pays étrangers.

Le Trésor du pays doit à la drogue malfaisante de précieuses ressources ; cette année elle a payé à la douane de Shanghai 783,457 taëls, plus des droits considérables pour le transit dans l'intérieur. Le tableau affecté

spécialement dans les statistiques au commerce de l'opium en divise l'importation totale en 20,000 piculs re-exportés à Ning-po et dans les ports du Nord et du Yang-tze et en 14,440 piculs débarqués à Shanghai pour la consommation du port et de l'intérieur de la province. Pour les ports du Yang-tze, il est assez curieux que ce soit Tchenn-kiang où la quantité importée est la plus considérable; cela tient au voisinage d'un riche marché nommé Sien-nin-miao, qui auparavant s'approvisionnait à Shanghai par des barques indigènes et maintenant se fait expédier l'opium par les steamers. En comparant entr'elles les importations de l'opium pour une dizaine d'années, nous avons constaté un fait qui nous a surpris: c'est que le commerce de l'opium a peu bénéficié de l'ouverture des nouveaux ports, obtenue par le Traité de Tien-tsin. En 1856, quand les "receiving ships" ne pouvaient encore s'aligner devant le "bund" de Shanghai et restaient mouillés à Woosung, les délivrances des espèces de Malwa et de Patna s'élevaient déjà à 33,672 caisses, quand en 1865 elles ne sont que de 33,348 caisses. À certaines époques de l'année, de grands convois de jonques le chargeaient pour les ports du Nord et imprimaient à Shanghai un surcroît temporaire d'activité. Faut-il en conclure d'une manière générale que l'ouverture de ces ports n'a été d'aucune utilité pour le commerce étranger? Pour l'opium, pour l'exportation des produits Chinois vers l'étranger, il en est ainsi; mais pour les articles manufacturés, les métaux, un coup d'œil sur les statistiques de plusieurs années prouve que l'avantage retiré des nouveaux débouchés qui leur ont été offerts, ne saurait faire l'objet d'un doute.

Métaux.—L'exploitation très imparfaite des mines de la Chine, les procédés encore primitifs appliqués à la fabrication des métaux, ne permettent pas aux métaux indigènes de faire une concurrence appréciable aux métaux étrangers. L'importation du fer marchand (nail rod iron) est en 1865 de 128,702 piculs, quand en 1864 elle n'était que de 90,601 piculs: le continent en a fourni pour piculs 6,000 et c'est d'Angleterre qu'est venu le reste. La vente du fer a été facile et bien soutenue; le prix moyen a été de $2\frac{1}{2}$ taëls le picul, prix auquel les fers de la Chine ne peuvent être livrés. Ceux-ci ne s'obtiennent guère qu'à faibles quantités et en pièces de petites dimensions. Comme qualité, on peut en trouver de très bons: certains fers de Tien-tsin (Pe-tché-li) et de Wan-chew (Tche-kiang) ne le cèdent en rien aux meilleurs fers de Suède et nous savons qu'un échantillon de ces fers qui fut envoyé à Leeds il y a quelques années fut retourné en Chine sous la forme d'une vis parfaitement polie sur laquelle on distinguait les belles fibres du métal que l'on déclarait égal à du fer de Suède de qualité No.2. Les fers de Hankow sont de beaucoup inférieurs; il faudrait les chauffer, les marteler et les laminer pour en retirer des pièces d'un fort échantillon: ces opérations grossiraient de beaucoup leur prix de revient déjà trop haut. Ils proviennent du Yun-nan et, vu la distance des mines et l'absence de voies de communication commodes pour y aborder, la Chine aura pour longtemps encore à s'approvisionner de fer étranger. L'importation de la fonte (pig-iron) est montée de 12,134 piculs qu'elle était en 1864 à 30,927 piculs; les petits arsenaux organisés par les autorités du Kiang-nan font leurs commandes de fer et de fonte en Angleterre et en Amérique.

Le plomb se débite partie sur place, partie au Japon, un peu aussi aux ports de la côte. L'importation de 1865 qui est de 46,497 piculs, est de 20,000 piculs au dessous de celle de 1864.

Charbons.—Six espèces de charbons ont paru jusqu'ici sur le marché de Shanghai; ce sont: 1° les charbons Anglais; 2° les charbons Américains; 3° les charbons de l'Australie; 4° les charbons du Japon; 5° les charbons de Formose; 6° les charbons de Hankow; et comme le

commerce des charbons occupé une place notable sur les statistiques, nous le décrirons avec quelques détails.

L'importation totale de cette année—93,779 tonnes—est bien au dessous de celle de 1864 qui était de 117,380 : c'est à peu près 2,000 tonnes de moins par mois. Cette diminution a porté surtout sur les charbons Anglais qui de 83,554 tonnes sont tombés à 47,814 ; elle provient de plusieurs causes : le nombre moindre des steamers employés sur le Yangtze et sur la côte, la concurrence des autres charbons, notamment ceux du Japon et de l'Australie, et surtout le nombre plus réduit des navires expédiés de la Grande Bretagne vers la Chine. Le commerce du charbon ne saurait à lui seul établir une ligne directe de navigation de l'Europe avec l'extrême Orient : les navires qui l'apportent à Shanghae sont d'ordinaire expédiés pour prendre une cargaison plus valable, du thé par exemple. Ils peuvent alors se contenter d'un fret modique pour les charbons et les rendre sur place à des prix raisonnables ; mais, comme on le verra plus loin, moins de navires ayant cette année été expédiés d'Angleterre, moins de charbons Anglais sont arrivés à Shanghai ; aussi sont ils restés chers : le prix, d'abord à 6 taëls 50 mace—7 taëls 50 mace sont montés à la fin de l'année 10 et 11 taëls.

Les arrivages de ces charbons resteront probablement dans les mêmes proportions en 1866.

Les charbons Américains se vendent trop cher pour être employés en grandes quantités par les vapeurs ; leur importation a aussi diminué : 9,176 tonnes contre 12,463. Leur prix est monté de 10 taëls à 13 et même à 14 taëls. Ces charbons sont anthracites et, comme ils donnent peu de fumée, les Chinois les apprécient pour leurs travaux de chaudronnerie et pour brûler le thé.

Le prix excessif des charbons Anglais et Américains a conduit forcément les armateurs à employer autant que possible à bord de leurs steamers des charbons provenant de sources plus rapprochées et livrables à meilleur marché, bien que ceux-ci fussent inférieurs aux premiers. Ainsi les charbons de l'Australie entrent dans l'importation pour un chiffre de 27,011 tonnes, quand in 1864 ils n'y entraient que pour 21,227 tonnes. Les charbons du Japon réduits en 1864 au modeste chiffre de 136 tonnes ont atteint en 1865 le chiffre de 3,114 tonnes. Les charbons de l'Australie sont expédiés des ports de Sydney et de Newcastle ; ils peuvent être livrés à 6 taëls ; vers la fin de l'année, une demande plus active les a fait monter à 8 taëls 50 mace et 9 taëls 50 mace. Les charbons du Japon sont destinés à un progrès de vente certain. Les fournitures de charbons à la navigation ont été pendant longtemps un monopole du Gouvernement du Taïcoun, qui livrait à des prix fixes et sans choisir des charbons qui généralement étaient médiocres ; l'année dernière ce monopole ayant discontinué, les Daïmios possesseurs de mines ont offert leurs charbons dont plusieurs espèces ont été trouvées satisfaisantes et le seront de plus en plus, car le système d'exploitation Européen est employé pour quelques unes. Les charbons de Sa-ka-Sima et de O-ka-Sima sont les meilleurs et l'on estime que 25 tonnes fournissent le même travail que 20 tonnes de charbons Anglais : ceux des mines de Satzuma promettent d'être également bons, à mesure qu'ils proviendront de couches plus profondes.

Les charbons de la Chine sont pour le moment inférieurs à tous les autres, mais si les Chinois voulaient profiter de l'exemple des Japonais et apprendre à exploiter convenablement leurs mines, ils pourraient certainement fournir en peu de temps des charbons de bonne qualité ; mais l'accès des mines est encore fermé avec un soin jaloux à toute tentative nouvelle. Les charbons de Hankow sont consommés par quelques steamers pour leurs voyages de retour, mais avec un mélange de charbons Anglais ; ils reviennent

encore à 6 taëls rendus à bord ; à ce prix, ils ne peuvent espérer de faire quelque figure à Shanghai. Les mines de Kielong (Formose) pourraient aussi fournir de bons charbons ; ceux qu'on en retire actuellement ne sont employés qu'à défaut de mieux par les steamers et c'est vers la fin de l'année seulement, alors que les autres charbons étaient à un si haut prix qu'on en a fait venir : ils ont été vendus 5 et 6½ taëls.

Bois de Construction — L'arrêt brusque des spéculations entreprises les années précédentes, telles que la construction des wharves, des quais, des maisons, des godowns, a rétréci considérablement l'importation des bois étrangers. Les bois mous sont tombés de 9,251,611 pieds carrés à 5,528,046 : ils viennent de Pujet-Sound, de l'Orégon et du Japon. Les bois durs ont subi aussi une baisse considérable : 30,000 pièces en 1865, contre 150,000 pièces en 1864 ; ils viennent du Japon, de Siam, et des détroits. Il s'est installé dans le voisinage de Singapore des scieries à vapeur qui débitent à prix raisonnables les beaux bois de l'Archipel Malais ; quand la Chine se mettra à construire des navires sur le modèle occidental, c'est de ces parages qu'elle devra faire venir les bois durs de ses chantiers.

Sucre. — Le sud du Fokien et l'ouest du Kwang-tung, centres principaux de production du sucre indigène, étant depuis un an désolés par les restes des bandes des Taépings, l'importation du sucre étranger a par suite augmentée. Ainsi, tandis que le sucre de Swatow, d'Amoy et de Hong Kong, est en diminution sur 1864 de 185,609 piculs, le sucre étranger est en augmentation de 134,937. Pour cette année, l'importation totale du sucre à Shanghai aura été : —

							Piculs.
Sucre étranger	..	..	..	..	..	..	252,801
Sucre indigène	..	..	..	..	..	..	530,990
Total.	..	..	..	..	..	..	790,791

Pour le premier, plus de la moitié de l'importation totale provient des îles Philippines ; le reste est exporté de Singapore, de Siam, des détroits et de la Cochinchine. Comme les rebelles n'ont pas encore été anéantis et occupent toujours les mêmes positions, il est probable que la production du sucre indigène n'augmentera guère en 1866 et que l'importation du sucre étranger sera encore considérable.

Riz. — La grande diminution opérée sur les arrivages de riz étranger en 1865 fait juger de la rapidité avec laquelle les campagnes, maintenant tranquilles, reviennent à leur ancien degré de culture. Cette année, 706,342 piculs de riz étranger ont été importés : c'est 50 pour cent de moins qu'en 1864. La quantité de riz fournie par la province doit être considérable, car bien qu'étant encore au dessous de la moyenne des bonnes années, elle a suffi pour maintenir le riz à un prix assez bas pour que les importateurs ne pussent trouver un bénéfice suffisant ; mécompte bien inattendu, car dans les premiers mois de l'année l'aspect des campagnes indiquait encore l'absence d'un partie de la population et les premières récoltes s'annonçaient comme manquées. Cette année Siam n'a pas pris part à l'importation du riz, à cause de la disette qui y a régné et de la défense d'exportation qui en a été la conséquence : elle a été fournie par l'Inde, les Philippines et Hong Kong (sans doute Saigon et le Cambodge).

Le commerce du riz ne doit plus compter à Shanghai parmi les transactions assurées et, s'il faut s'en féliciter pour le bien être de la province, l'augmentation bien établie de sa richesse et, comme conséquence, les chances meilleures qui sont réservées aux autres transactions en général, la navigation y perd la source principale des frets dont les navires à voile profitaient les années précédentes.

Division de l'Importation entre les Pays Étrangers.

De tous les pays qui prennent part à l'importation des produits étrangers à Shanghai, la Grande Bretagne arrive en premier lieu par ses importations directes et par les importations des produits de l'Inde. Ce dernier pays envoie à la Chine du riz et de l'opium, qui cette année représentent une valeur de 17,769,726 taëls supérieure de 1,634,731 taëls à celle de 1864; c'est un revenu net, car l'Inde ne recoit rien de l'Empire du Milieu.

Les importations directes de la Grande Bretagne atteindraient, d'après les statistiques, une valeur de 12,710,681 taëls; mais il faut lui ajouter la valeur des marchandises Anglaises importées d'abord à Hong Kong, puis ré-exportées à Shanghai et qui grossissent bien de 2,000,000 de taëls le chiffre que nous venons de donner. Il y a environ un million de taëls à porter cette année au bénéfice de la Grande Bretagne.

Des importations de l'Amérique atteignent le chiffre de 482,593 taëls; à peu près le même qu'en 1864, mais correspondant à des années de crise; ni l'un ni l'autre ne donnent une moyenne réelle de ce que l'Amérique peut importer en Chine.

Au chiffre de 132,643 taëls marqué par les statistiques à la table du Continent, il faut ajouter la valeur des marchandises diverses importées d'abord à Hong Kong, telles que les aiguilles, les allumettes, &c., &c., qui serait approximativement de 100,000 taëls au moins. Les importations directes du Continent ont pris cette année un accroissement bien sensible—50 pour cent; les draps et les Spanish stripes qui jusqu'ici ne figurent que pour un chiffre insignifiant figurent cette année pour plus de 60,000 taëls.

Le Japon a importé en 1865 pour une valeur de 2,257,986 taëls, surpassant l'importation de 1864 de 559,705; le bilan de son commerce avec Shanghai peut s'établir comme il suit:—

	Taels.	Taels.
Importation du Japon	..	2,257,986
Produits étrangers expédiés de Shanghai ..	1,915,398	
Produits indigènes, expédiés de Shanghai ..	223,856	
Total	2,139,254	2,257,986

Ces deux totaux se balancent à peu près; mais il faut ajouter aux exportations du Japon 11,326 balles de soie qui ont été expédiées à Shanghai, mais ne figurent pas comme chiffre dans les statistiques, n'ayant pas été débarquées, mais simplement transbordées paquebots qui les ont transportées à Suez.

Parmi les articles importés, nous trouvons à citer des cotonnades, des lainages, des métaux, du charbon de bois, du poisson salé, des bois, du seaweed, des ailerons de requin et du ginseng. Cette année le Gouvernement du Taicoun, pour payer une partie de l'indemnité de guerre, a fait vendre à Shanghai une assez grande quantité de sapèques de cuivre qui, bien que n'étant pas à la marque d'un Souverain de la Chine, n'en ont pas moins trouvé cours et sans trop de désavantage. Le ginseng du Japon, si apprécié par les Chinois comme remède, a grandement diminué de prix depuis quelques années, car sur les traités on le voit marqué au même tarif que le ginseng de Corée dont la valeur est plus du double. Les négociants qui l'importent se trouvent maintenant à payer des droits de 20 pour cent.

En 1865 beaucoup de navires à voile, au lieu de remonter jusqu'à Shanghai, ont déchargé leurs marchandises à Hong Kong; aussi les exportations s'élèvent elles au total de 3,905,063 taëls, quand en 1864 elles n'étaient que de 1,922,092 taëls. Hong Kong n'est pas seulement un lieu

d'entrepôt pour les articles de l'Europe, c'est aussi le dépôt principal des marchandises expédiées de Bornéo, de Siam, de la Cochinchine, des détroits, qui, de là, sont réparties dans les ports où les conditions de vente sont les meilleures.

Les importations des Philippines, d'une valeur de 369,790 taëls qu'elles représentaient en 1864 sont montées en 1865 au chiffre de 575,616; elles consistent surtout en sucre, riz, noix de bétel, indigo et cordages.

L'Australie importe du charbon; nous avons vu plus haut quel a été le progrès de son commerce.

Siam, par l'impossibilité d'exporter du riz, voit ses importations tomber de 638,375 taëls qu'elles représentaient en 1864 à 65,320 taëls. Singapour a souffert de la dépression du commerce du riz étranger à Shanghai; ses importations qui en 1864 s'élevaient au chiffre de 1,115,080 taëls, n'atteignent plus que 522,686 taëls. La diminution pour ces deux pays est de 1,165,449 taëls.

L'augmentation pour tous les autres, est de 5,656,915 taëls. C'est donc pour les importations étrangères de 1865 un progrès total de 4,491,456 taëls.

Exportation.

Soies.—Comme valeur générale, l'exportation des produits Chinois vers les pays étrangers pour 1865 ne diffère que d'un million de taëls sur celle de 1864, la grande réduction opérée sur les envois de thé et de coton, étant à peu près compensée par la valeur de 20,000 balles de soies expédiées en plus.

La saison des soies ouverte quand le commerce de Shanghai était en plein cataclysme, débuta par des prix et une précipitation qui firent encore crier à la témérité. Les premiers achats furent si empressés que les courtiers Chinois ne donnaient pas même le temps d'examiner les balles et disaient: "Prenez de suite ou nous offrons à d'autres;" les soies paraissaient du reste belles et de bonne qualité. Les paquebots postes des services de Suez pouvaient à peine suffire aux offres qui leur étaient faites: un steamer des Messageries Impériales chargea jusqu'à 5,000 balles; 22,000 balles furent ainsi exportées dans les mois de Juin et de Juillet. Devant cette excitation, les Chinois firent arriver les soies en toute hâte sur le marché. Une certaine quantité, reçue par des pluies torrentielles, se trouva humide et, livrée trop vite aux steamers, arriva en Europe frappé de détériorations; un peu de fraude de la part des paysans qui pour rendre les balles plus lourdes en auraient mouillé l'intérieur, pourrait bien aussi s'être ajouté aux effets de l'humidité du temps. Ces mêmes pluies furent si continues et si fortes qu'elles ruinèrent une partie considérable de la seconde récolte, celle du mois d'Août, qui ne fut pas moitié de ce que l'on espérait.

L'exportation de l'année qui devait être de 55,000 à 60,000 balles, n'a été que de 43,000. Au commencement de l'année, les stocks étaient épuisés; quelques certaines de balles qui restaient encore sur place atteignirent des prix extravagants et pesèrent forcément sur les prix d'ouverture de la saison. Les "Tsatilees" No. 3, dont la production est la plus grande, ont débuté par 430 taëls et ont monté à 515 taëls à la fin de Juillet, à 570 taëls en Octobre, et à 600 taëls à la fin de Décembre.

Les transactions de soies se trouvaient par ailleurs dans de bonnes conditions. Les avis d'Europe annonçaient que la production du Continent serait bien au dessous de la moyenne, et que cette maladie terrible et inconnue des vers continuait à affliger les magnaneries d'une mortalité désespérante. D'une autre part, le change sur l'Europe était bas, —7 francs 80 par taëls,—et il y avait assez de numéraire à Shanghai pour

l'empêcher de monter beaucoup. L'écoulement des soies aura été en fin de compte très satisfaisant; on parle pour certaines d'entr'elles de 4 à 5 shillings de bénéfice par livre. Le producteur Chinois ravi des prix qu'il a obtenus en 1865, va sans doute appliquer tous ses soins à la saison prochaine, qui sera très abondante si les mauvais temps n'entravent ses efforts.

Il reste aux négociants à bien s'assurer si les soies de Chine seront aussi nécessaires aux manufactures de l'Europe et, pour cela, du résultat plus ou moins grand qu'auraient donné les graines du Japon; il sera prudent en tout cas d'aborder les achats avec moins de confiance que par le passé.

12,055 balles de soie du Japon ont traversé le port de Shanghai en 1865; quelques centaines de balles seulement ont été débarquées.

Thés.—Les pertes immenses sur les thés de 1864 provenant principalement de ce que la quantité expédiée était au dessus des capacités du marché de Londres, il n'est pas étonnant que l'exportation des thés présente en 1865 une dépression considérable. Cette dépression ne porte toutefois que sur les thés noirs, dont le total, de 262,147 piculs, est de 25 piculs pour cent plus faible que l'année précédente; ce sont les thés consommés en Angleterre et en Russie.

Pour les thés verts qui se consomment en Amérique et se sont trouvés dans des conditions excellentes d'écoulement grâce à la cessation des hostilités, l'exportation est en grand progrès comme nous le verrons plus loin.

Nous n'avons à faire sur les thés que quelques observations générales, car Shanghai n'en est que le dépôt; c'est de Hankow et de Kiukiang que viennent les thés noirs, de Kiukiang et de Ningpo que viennent les thés verts.

Thés Noirs.—Bien que les recommandations de prudence fussent à l'ordre du jour, surtout à l'endroit des thés, les thés noirs expédiés de Hankow au début étaient chers, plus chers que l'on ne devait s'y attendre. Après les premiers envois il y eût dans les achats plus de modération. Bientôt après, la nouvelle réduction des droits ramena un peu d'activité et les prix qui tendaient à baisser remontèrent encore.

Dans les accusations que l'opinion publique à l'étranger dirige depuis plusieurs années contre le commerce de Chine, elle ne tient peut-être pas assez compte des conditions particulières qu'il rencontre dans ce pays.

À l'approche de la saison des thés le négociant, ne parlant pas la langue Chinoise, est obligé d'avoir recours à des agents indigènes pour se faire expédier les thés de l'intérieur et est par conséquent, pour les prix d'ouverture, à la merci de ces agents qui savent s'entendre de façon à ce que les prix ne baissent pas sur la saison précédente. Comme on sait aussi que les thés arrivés les premiers à Londres se vendent toujours avec profit, c'est à qui en achètera et surtout achètera vite. Il en serait de même en Europe et partout ailleurs, et il se crée par cela même au commencement de chaque saison une concurrence dont sait profiter le négociant indigène.

Quand la première ardeur est passée, la demande se ralentit et les prix devraient baisser, mais le Chinois est tenace. Il maintient les demandes assez longtemps pour que l'étranger doive s'y soumettre; il sait même les faire monter jusqu'à la fin de la saison. Comment remédier à cet état de choses? Se passer des agents Chinois et faire ses affaires soi-même; la difficulté de la langue et les pratiques multiples du commerce Chinois y mettent un obstacle que jusqu'ici on n'a pas essayé de surmonter; battre les Chinois avec leurs propres armes en se concertant pour ne leur donner que certains prix, est un système incompatible avec l'esprit de liberté commerciale de l'époque et qui échouerait certainement.

Le négociant étranger est véritablement impuissant devant son adversaire.

Cette année les thés noirs, d'abord à 32,000 taëls le picul, avaient augmenté de 6 taëls à la fin de l'année; mais, grâce à la réduction de l'exportation et à leur préparation plus soignée, ils se sont jusqu'ici vendus avec bénéfice.

Thés Verts.—Les achats des thés verts ont été plus hereusement conduits, grâce à la tournure incertaine des affaires des Etats Unis qui paralysa les achats dans les premiers mois de l'année, fit descendre les prix jusqu'à causer de grandes pertes aux détenteurs Chinois, et permit aux exportateurs d'opérer avec sécurité dans leurs premiers marchés. Quand la conclusion de la paix vint assurer à ces thés un écoulement facile, les prix haussèrent, mais les besoins de l'Amérique étaient si considérables que tous ont donné des profits.

En 1865, l'exportation des thés verts se monte à 209,418 piculs, contre 151,089 piculs en 1864; 104,259 piculs ont été expédiés aux Etats Unis, 85,820 piculs en Angleterre.

La saison s'est inaugurée pour les Ping-souey à deux ou trois taëls plus bas que l'année précédente; à la fin de l'année, ils étaient en moyenne de 35 taëls par picul.

En examinant les causes qui ont amené la crise des thés, on reconnaîtra que, pour les thés verts, le commerce a plutôt été victime des circonstances que de ses fautes. L'Amérique qui touchait aux moments les plus solennels de la guerre civile, cessa complètement ses achats sur la place de Londres devenue l'entrepôt général de ces thés, laissant sur les bras des négociants des stocks considérables qu'ils ne pouvaient plus liquider. Pour les thés noirs, nous avons dit ci-dessus que l'exportation fut trop forte et pour les besoins de l'Angleterre et pour les demandes de la Russie que l'on s'était beaucoup exagérées.

L'esprit de spéculation qui régnait alors à Shanghai fit entrer dans les affaires de thés des concurrents novices et inexpérimentés dont les opérations, toutes de hazard, déroutèrent la prudence habituelle des anciens; de là des prix absurdes, des qualités inférieurs, une exportation mal calculée. Comme ces spéculateurs fâcheux ont été presque tous emportés par la faillite, que ceux qui restent ne trouvent plus aussi facilement de l'argent pour leurs entreprises téméraires, le commerce des thés tend graduellement à reprendre les allures sages et saines qu'il avait autrefois.

Coton.—Les exportations de coton vers l'Europe continuaient encore vers le commencement de l'année; dans les mois de Janvier et de Février près de 90,000 piculs prirent le chemin de l'Angleterre. On connut peu après la marche plus rapide des événements sur le territoire du Sud, les succès décisifs des "raids" du Général Sherman, la prise de Savannah, la prise du Fort Fisher, la prise de Charleston, et enfin la prise de Richmond, et la pacification du Sud, qui coupèrent court à toute tentative nouvelle d'exportation. De 18½ taëls le picul, le coton descendit immédiatement à 13 et 14 taëls; les stocks amassés à Shanghai furent alors dirigés vers certains ports de la Chine, notamment Hankow, qui peut-être recouvra ainsi une partie des mêmes balles qu'il avait précédemment exportées.

Le saison d'automne a été assez active; les ports du sud avaient à refaire leurs approvisionnements qui n'avaient pas été renouvelés les années précédentes; mais les exportations de Shanghai sont restées au dessous de ce qu'elles auraient dû être, car une bonne moitié de la récolte des cotons du Kiang-nan a été abîmée par ces mêmes pluies qui ont tant nui aux soies, ou inondée en partie par la chute d'une large étendue des digues de la baie d'Hang-Tchéou.

Les prix excessifs payés par les négociants, leur qualité inférieure, marquaient les cotons de Chine comme les premières victimes de la reouverture des ports du sud de l'Amérique; mais les pertes qu'ils ont fait subir ne paraissent pas avoir moins sévi à Shanghai sur les Hong^s* Chinois que sur les négociants étrangers. Parmi ceux-là, beaucoup furent déjà ruinés en 1863 par la mauvaise foi des paysans qui, trouvant tout d'un coup des prix meilleurs que ceux dont ils étaient convenus d'abord, rompirent leurs contrats et, mettant les hong dans l'impossibilité de remplir leurs engagements, les forcèrent à se fermer.

En 1865, les hong qui possédaient des stocks considérables ou avaient déjà conclu des contrats avec l'intérieur à des prix trop élevés, se trouvèrent aussi poussés à la ruine. Comme richesse, la place de Shanghai n'aura donc pas profité des affaires considérables de coton dont elle était le centre; le numéraire dépensé à l'acheter a été s'engloutir dans l'intérieur et n'a pas peu contribué à relever la province des désastres de la rébellion.

Les cotons de Tientsin et de Tchefou, qui en 1864 étaient ré-exportés à l'étranger, ont été cette année expédiés aussi à Hong Kong et aux ports voisins.

Comme exportation de coton vers l'étranger, 1865 est naturellement en grande baisse sur 1864; 100,137 piculs contre 336,503 piculs. Si, comme il est probable, le Chine ne doit plus envoyer de tribut au "Roi Coton" des pays occidentaux, l'année 1866 fera rentrer le commerce de l'Europe et de l'Amérique dans ses deux éléments ordinaires d'exportation. le thé et la soie. Sortant de ces deux articles nous ne trouvons plus sur les statistiques que des articles insignifiants, quelques piculs de muse, de rhubarbe. Le China grass que des compagnies en Europe se préparent à employer comme textile, figure pour 5 piculs seulement. Les progrès de la Chine vers l'adoption des articles manufacturés de l'Europe sont donc encore plus rapides que ceux de l'Europe vers l'adoption des produits Chinois.

II.—Commerce de Shanghai avec les Ports de la Côte (Coast Trade).

En comparant les tables spéciales des statistiques qui résument le commerce de Shanghai avec les ports de la côte et du Yang-tze pour les années 1864 et 1865, on voit de suite que l'importation des produits Chinois a baissé d'une valeur de 4,755,916 taëls. Les ports de Canton, de Swatow, d'Amoy, situés dans les provinces du Kwang-tong et du Fo-kien ravagées dans l'année par les Taipings, sont en diminution de 1,577,843 taëls. Formosa est en diminution de 242,341 taëls; Hankow, le port des thés noirs, est en baisse de 3,371,604; Kiukiang, le port des thés verts, est en augmentation de 464,931 taëls. Tientsin, qui n'a plus exporté autant de coton qu'en 1864, est en baisse de 673,704 taëls.

L'importation des produits Chinois à Shanghai s'élève à la valeur totale de 25,846,378 taëls répartie en trois parts; une dirigée sur les pays étrangers du chiffre de 15,435,705 taëls, une ré-exportée à d'autres ports du chiffre de 4,766,988 taëls, et la troisième du chiffre de 5,643,595 taëls gardée pour la consommation locale et celle de la province; en 1864 elle était de 11,643,555 taëls. L'exportation des produits Chinois vers les autres ports représente une valeur de 7,702,554 taëls; elle est sur 1864 en baisse de 1,834,516 taëls. Enfin, tout l'avantage reste aux marchandises étrangères ré-exportés, dont le chiffre total est de 24,991,620 taëls et dépasse celui de 1864 de 7,899,667 taëls.

En feuilletant les différentes tables du "coast trade," nous pourrions

* "Hong," maison de commerce indigène.

entrer dans quelques développements sur les chiffres que nous venons de citer ; nous le ferons toutefois d'une manière rapide, car le commerce de chacun des ports est analysé par nos collègues qui sont plus à même que nous de donner sur tel et tel produit intéressant des renseignements précis. Il est cependant une table dont le détail rentre spécialement dans notre travail, c'est la table No. IV.

Table IV.—“ Produits indigènes exportés de Shanghaï vers les autres ports.” Les principales productions de la province du Kiang-nan y sont mises en évidence : se sont la soie, les étoffes de soie, le coton et les nankins. La soie qui ne représente 151 piculs, d'une valeur de 234,367 taëls, a été exportée par des vapeurs autres que les paquebots-poste à Hong Kong, d'où elle a sans doute été dirigée sur l'Europe. Les étoffes de soie sont réparties dans tous les ports et atteignent la valeur de 1,124,907 taëls, contre 962,388 taëls en 1864. Le coton a été distribué aussi dans tous les ports et s'élève au chiffre de 182,085 piculs. Les Nankins ont augmenté, comme quantité, de 1,596 piculs et diminué, comme valeur, de 373,740 taëls par suite de l'abaissement du prix du coton.

L'exportation du blé vers les ports du sud est considérable, 100,181 piculs. Celle de la monnaie de cuivre est en baisse sur 1864 ; 115,108 ligatures d'une valeur de 95,528 taëls, quand en 1864 l'exportation était du poids de 133,644 piculs, et en valeur 1,603,728 taëls ; ceci prouve que dans des districts voisins de Hankow et de Kiukiang où la monnaie de cuivre avait seule cours, l'argent passe plus facilement qu'auparavant ; c'est un pas de gagné sur la routine Chinoise. Le Kiang-nan exporte encore beaucoup de produits dont les quantités apparaissent en chiffres respectables, mais dont les valeurs sont comparativement minimes. La fabrication des instruments de musique doit y être renommée, car 47,508 flûtes ont été expédiées aux ports du Yang-tze et 50,000 instruments à Canton. Citons encore comme articles notables les éventails, les lunettes et les pinceaux à écrire.

Ce qui précède ne s'applique qu'aux ports du sud et du Yang-tze ; pour les ports du nord, les exportations sérieuses de Shanghaï se bornent à des étoffes de soie, des nankins et du grass cloth. Pour Tientsin, par exemple, les envois de Shanghaï seraient insignifiants s'ils n'étaient grossis par la ré-exportation des produits étrangers.

Table VI.—Celle-ci est détaillée dans la Table VI et si l'on additionne à part les importations de l'Europe, de l'Amérique et de l'Inde, c'est à dire les cotonnades, les lainages, l'opium et les métaux, et que l'on compare les totaux avec ceux de 1864, on trouve une hausse considérable pour tous les ports qui s'approvisionnent à Shanghaï. Pour Ningpo, c'est une hausse de 456,940 taëls ; pour Hankow, 1,886,437 taëls ; pour Kiukiang, 331,289 taëls ; pour Tcheun-kiang, 1,770,701 taëls, hausse énorme due à l'opium surtout, mais aussi aux cotonnades dont l'importation avait jusqu'alors été presque nulle ; pour Tchefou 800,901 taëls, à peu près 80 pour cent ; pour Tientsin c'est 125 pour cent, une hausse de 3,424,052 taëls, en 1864, la valeur de ces articles ne se montait qu'à 2,920,809 taëls ; enfin le modeste port de Newchwang a lui aussi une hausse de 200 pour cent, 610,711 taëls—en 1864 ces articles ne représentaient que 329,926 taëls. Les shirtings et les T-cloths, jusqu'alors peu ou point importés, figurent pour une valeur de 20,275 taëls.

Table No. I.—Parmi les articles énumérés dans la Table No. 1, la soie, le coton et le thé ont été ré-exportés aux pays étrangers, le reste appartient à la consommation Chinoise. Nous remarquons la porcelaine de Kiukiang—313,464 taëls,— la monnaie de cuivre et la cuttle fish de Ningpo, l'indigo du Kwangtong, les médecines des ports du sud, le fungus,

l'huile, le papier, la rhubarbe, le suif végétal et la cire de Hankow, la soie jaune du Sze-tchouen, qui cette année représente 447 piculs d'une valeur de 178,876 taëls, le sucre d'Amoy de Swatow et de Hong Kong, les bois de Foochow, &c.

Pour les ports du Nord, nous citerons les gateaux de pois, les pois, le millet et le riz de Newchwang; les autres articles sont d'une valeur minime. Les souliers de satin, les savons et les dattes de Tientsin n'atteignent que des valeurs peu importantes.

Cette table qui, sans contredit, est celle qui donne le plus de travail à la douane, renferme les nombreux articles plus ou moins connus, composant la nourriture des Chinois ou entrant dans leurs industries; elle pourrait servir d'index au chimiste, au naturaliste, au savant qui voudraient étudier les ressources et les productions de ces pays.

III.—*Navigation.*

Nous craignons que le beau temps des frets ne soit passé pour les navires à voiles qui les années précédentes, trouvaient un emploi si rémunérateur dans les ports de la Chine. Cette année, toutes les causes se sont combinées pour leur être défavorables; d'abord la dépression du commerce du riz qui occupait beaucoup de navires entre Singapore, Hong Kong, et Shanghai, la cessation de l'exportation du coton vers l'Europe, et surtout la concurrence écrasante d'un grand nombre de vapeurs qui naviguent d'un port à l'autre à des prix si réduits que les Chinois peuvent avec avantage leur confier jusqu'à ces marchandises de peu de valeur qu'on désigne sous le nom de "Chowchow articles." Ce sont là les vraies causes qui ont porté préjudice aux frets des navires à voiles; la proclamation des autorités de cette province défendant aux négociants indigènes de se servir des bateaux étranger pour le transport des gateaux de pois n'a eu qu'un effet secondaire; elle n'était qu'une sorte de concession faite aux lamentations des millions de jonques qui pourrissent faute d'ouvrage le long des rives du Whampow. En 1866 ces causes continueront à exister, mais les résultats en seront encore plus apparents. La situation est maintenant bien accusée, tandis que dans le commencement de 1865 on pouvait garder des espérances de frets pour le coton et le riz; en Juillet il y avait dans le port plus de 150 navires à voiles, nombre qu'on ne reverra sans doute plus de longtemps. Est-il besoin d'ajouter que dans les conditions que nous venons de décrire, les frets ont atteint le taux le plus bas. Des navires n'ont pu trouver que 1*l.* 10*s.* pour Londres; les premiers clippers chargés de thés ont été seuls favorisés et ont obtenu jusqu'à 3*l.* D'autres navires ont dû se contenter de frets insignifiants pour apporter les bois de Foochow; beaucoup enfin sont partis vers l'Europe ou vers certains ports de l'Amérique. Cette grande diminution dans le nombre des navires à voiles otera à Shanghai de son animation; leur personnel flottant entretenait les stores et plusieurs autres professions qui déjà ont été forcées de suspendre leurs affaires, et augmentait la circulation sur les quais et dans les concessions.

En revanche, le mouvement des vapeurs reste très actif, bien que leur nombre ait aussi diminué. Après les traités de Tientsin et de Yeddo, on en avait commandé trop en Angleterre et en Amérique. Depuis lors, plusieurs ont été vendus aux Japonais, d'autres moins heureux, ont été perdus dans le Yang-tze-kiang et sur la côte. Cette année notamment aura été néfaste; le *Chanticleer*, le *Corea*, le *Fokien*, le *Lalla Rookh*, se sont perdus coup sur coup dans les ouragans de Juin et de Juillet. Il y a maintenant à Shanghai près de trente-cinq steamers, nombre qui parai

être en balance rationnelle avec les besoins du commerce; nous n'y comprenons pas ces jolis petits remorqueurs destinés à la navigation des canaux et qui sont condamnés à l'inaction depuis que l'accès des districts de soies leur a été fermé. Des lignes régulières sont dirigées sur le Japon, sur Tchéfou et Tientsin, sur les ports du Yang-tze, sur Hong Kong, sur Ningpo et sur Foochow; elles conservent dans le port un va et vient continu, qui maintient le tonnage total de 1865 peu au dessous des chiffres de l'année précédente comme le montre le tableau suivant :—

1865.	Entrés	..	..	..	1,740 navires, tonnage	848,456 Tx.
	Sortis	..	..	..	1,810	887,747 „
1864.	Entrés	..	..	..	2,137	899,331 „
	Sortis	..	..	..	2,104	888,728 „

Comme perspectives qui puissent intéresser la navigation, on peut citer la venue prochaine des Paquebots-poste Américains. On peut se demander aussi dans quel rapport elle sera affectée par la permission qui doit être bientôt concédée aux Chinois par leur Gouvernement de posséder des navires étrangers; pour le moment ils n'ont pas encore le droit de modifier les formes nationales de leurs jonques.

Numéraire.—La complaisance très grande de plusieurs banquiers nous a procuré sur le numéraire, des données exactes que les statistiques n'ont pas été à même de fournir. En 1865, le numéraire importé des pays étrangers, Hong Kong compris, s'élèverait à 9,684,470 taëls; le numéraire importé des ports Chinois à 8,959,393 taëls: en tout 18,643,863 taëls. Le numéraire exporté à l'étranger, Hong Kong compris, se monterait à 12,067,843 taëls; le numéraire ré-exporté aux ports Chinois à 3,965,847 taëls: en tout 16,033,690 taëls. Avec ces renseignements, le compte général du commerce de Shanghai peut s'établir comme il suit:

Commerce Etranger.

						Taëls.
Numéraire importé des pays étranger	..	..	..	..		9,684,479
Valeur des marchandises importées des pays étrangers, moins les ré-exports aux pays étrangers	..	..	..	..		35,225,965
Total	..	..	..	..	..	44,910,435
Numéraire exporté aux pays étrangers	..	..	..	..		12,067,843
Produits Chinois exporté aux pays étrangers	..	..	..	..		29,559,622
Total	..	..	..	..	..	41,624,465

Commerce de Shanghai avec les Ports Chinois.

						Taëls.
Numéraire importé des ports Chinois	..	..	..	..		8,959,393
Produits Chinois importés, moins ceux ré-expédiés à d'autres ports	..	..	..	..	..	21,079,390
Produits étrangers importées des ports Chinois	..	..	..	..		382,660
Total	..	..	..	..	..	30,421,443
Numéraire exporté aux ports Chinois	..	..	..	..		3,965,847
Produits indigènes exportés à ces ports	..	..	..	..		7,702,554
Marchandises étrangères ré-exportées à ces ports	..	..	..	..		24,991,620
Total	..	..	..	..	..	36,660,021

De ces deux séries de calcul on peut déduire facilement les conditions du numéraire pour l'année 1865. D'une part, la valeur des marchandises importées des pays étrangers dépassant celle des produits indigènes qui y

ont été exportés ; de l'autre, la valeur des marchandises indigènes et étrangères expédiées de Shanghai aux autres ports dépassant celle qui en était reçue et obligeant par conséquent ces derniers à faire des retours d'argent : tout, on le voit, s'est réuni pour faire affluer le numéraire à Shanghai. Que l'on ajoute à ces causes l'absence totale de des spéculations locales qui, les années précédentes, remuaient de si grosses sommes, et l'on tirera comme conséquence que le change a dû rester très bas. En effet, de Sh. 7 taëls 2 mace 4 candarines (8 francs 67 centimes) qu'il était en 1864, il est tombé à Sh. 6 taëls 2 mace (7 francs 80 centimes) et Sh. 6 taëls 4 mace (8 francs), et ne s'est relevé qu'un mois seulement, en Juillet où il a atteint Sh. 6 taëls 6 mace (8 francs 10 centimes). Les onze banques établies à Shanghai ont négocié peu d'affaires ; pour se débarrasser de l'argent qu'elles gardaient sans emploi dans leurs coffres, elles ont pris le parti de l'envoyer dans l'Inde et de le vendre au Gouvernement Colonial pour en faire de la monnaie : 9,761,796 taëls ont été expédiés de cette façon et les envois se continuaient en Janvier, 1866. Comme ainsi le numéraire resté en excédant à Shanghai s'est en partie écoulé et que, d'après les avis des malles, les expéditions d'Europe seraient peu considérables, le change, au moment des affaires, a toute chance de monter.

Droits.—Le total général des droits perçus par la douane de Shanghai s'élève à H. 2,167,841 taëls et dépasse celui de 1864 de H. 86,468 taëls.

IV.—*Nationalities Etablies à Shanghai.*

Embrassées dans un coup d'œil général et, qu'on nous permette l'expression, à vol d'oiseau, les nationalités qui prennent part au commerce de Shanghai arrairaissent sous cinq catégories : les Anglais, les Américains, les Allemands, les Français et les Chinois ; sous la catégorie des Allemands, on fait entrer les maisons hollandaises, sous la catégorie des Français on comprend les Suisses ; ceci bien entendu, comme usage adopté et non comme distribution raisonnée. Au mois de Décembre, on comptait à Shanghai 88 maisons de commerce—11 banques, 13 courtiers, 13 maisons de commission, 14 stores, 21 maisons de professions différentes, 13 docks et 3 ateliers de réparation de navires. Les concessions étaient habitées par 2,500 étrangers et 120,000 Chinois.

Anglais.—Les Anglais ont facilement le gros lot du lingot volumineux qui chaque année passe par le creuset du commerce à Shanghai. Leurs maisons sont les plus anciennes ; les plus puissantes d'entr'elles sont branches de ces maisons colossales fondées alors que la Chine était encore enveloppée de mystère pour l'Europe, par de hardis spéculateurs qui devinrent des "merchant princes." Elles ont traversé ces époques heureuses où la Céleste Empire était une mine d'or ; la mine est toujours riche, mais elle ne donne plus que du cuivre et est pénible à exploiter : leur avance est donc considérable. D'autre part, la Grande Bretagne est vraiment le seul pays qui importé en Chine ; à coté d'elle l'Amérique et le continent n'arrivent qu'à des chiffres insignifiants. C'est, par suite, le seul qui s'y soit créé des échanges réels et encore sont-ils à son grand avantage, car avec ses importations directes et l'opium, nous avons vu qu'à Shanghai elle fait entrer une valeur de 36,000,000 de taëls, quand elle n'en exporte qu'une valeur de 22,500,000. Fournissant donc à ses negociants des marchandises qui leur font réaliser des bénéfices et aussi leur procurent sans frais l'argent avec lequel ils achètent les produits indigènes, ceux-ci ont de tout temps eu la facilité de faire arriver en Europe dans de meilleures conditions le thé, la soie et le coton et, par suite, d'absorber la moyenne partie des transactions de la Chine, en même temps par que eux.

Londres est resté l'entrepôt général des exportations de l'extrême Orient. Ses nombreuses colonies qui enservent cette partie du monde, étendent encore le cercle de leurs affaires par les produits qui s'en exportent et viennent augmenter leurs moyens d'échange. Enfin les affaires locales, celles de port à port, au lieu d'être comme pour les autres une question de chance, sont pour eux le corollaire naturel de ces avantages divers qui les mettent aussi à même d'entretenir dans ces mers une flotte marchande considérable, dont le tonnage est la moitié du tonnage total étranger. Sur 88 maisons de commerce, 58 sont Anglaises ; nous y comprenons 7 maisons de Parsees importantes. Les maisons de courtage, de commission à quelques exceptions près, toutes les banques moins une, sont Anglaises ; 3 docks, 1 atelier de constructions, et 2 ateliers de réparations sont dirigés par des sujets et fonctionnent par des capitaux Britanniques.

Américains.—Les Américains ont à Shanghai comme partout ailleurs la supériorité de la navigation ; on ne peut faire concurrence à certains de leurs steamers qu'en leur opposant des steamers de mêmes formes et de même modèle. Sur la ligne du Yang-tze sept steamers sur dix sont Américains ; d'autres sont distribués sur les lignes de Ningpo, de Hong Kong et du Japon ; presque tous portent des machines construites d'après le système hardi du balancier suspendu (beam engine) et c'est l'un d'eux, le *Suwonada*, qui tient le premier rang comme rapidité dans les voyages de la côte ; sa moyenne est de 14 nœuds. La flotte à voiles des États Unis qui trouve maintenant les mers libres, va revenir à son ancienne importance ; les clippers avaient arboré des pavillon étrangers pendant la guerre. Cette année le tonnage des navires à voiles et à vapeur est resté le même qu'en 1864 et est la moitié du tonnage des navires Anglais.

Les Américains ont à Shanghai 6 fortes maisons de commerce, plusieurs grands stores. Les maisons de commerce reçoivent de l'Amérique certaines cotonnades, des bois mous, du blé, de la farine et du mercure ; elles expédient en retour des thés verts et du straw braid : cette année un chargement de thés noirs a été pour la première fois expédié à San Francisco. Toutefois, leurs transactions ne se bornent pas aux échanges directs de leurs pays ; elles prennent part au commerce d'importation et d'exportation de l'Angleterre.

La ligne des steamers du Pacifique va sans doute augmenter rapidement les relations d'affaires des États Unis avec la Chine ; ils exporteront tout d'abord une assez grande quantité de soies que les malles Anglaises ont jusqu'ici fait passer par Londres et si, comme on peut y compter, ils répondent comme vitesse et confort à ce que les Américains savent si bien exécuter, ils seront de la plus heureuse influence pour le commerce en général et en particulier pour celui des Américains à Shanghai.

Allemands.—A en juger par les renseignements des statistiques, le commerce allemand serait presque nul et se renfermerait dans quelques produits d'une valeur relativement minime ; mais les allemands, ne trouvant pas chez eux des éléments suffisants de transaction, vont tout bonnement les chercher ailleurs et se procurent ainsi des moyens de trafiquer. Leurs maisons de Shanghai se font envoyer d'Angleterre des articles manufacturés et y expédient les produits de la Chine ; elles ont aussi des correspondants et des succursales au Japon, à Siam, à Singapore, à Hong Kong, et dans les autres ports de la Chine ; aussi les navires allemands employés sur la côte et dans les ports voisins ont-ils toujours été nombreux, mais comme ce sont des navires à voiles, c'est sur eux que la rareté des frets a surtout pesé. En 1864, on comptait 285 navires entrés, de 75,714 tonneaux ; 293 navires sortis, de 81,662 tonneaux. En 1865, il n'y a plus que 133 navires entrés, de 43,180 tonneaux ; 139 navires sortis de 42,148 tonneaux ; et ces chiffres seront encore diminués en 1866.

Avant la concurrence si redoutable des vapeurs, ils étaient en faveur près des Chinois pour la modicité de leurs frets et le caractère bienveillant et doux de leurs capitaines. Les navires allemands portent presque tous les pavillons de Hamburg et de Brème et arrivent chargés des articles de l'Allemagne qui trouvent des débouchés en Chine. Nous en avons déjà cité quelques uns tels que les lainages, les draps, les Spanish stripes, les allumettes et les aiguilles ; nous pouvons y ajouter quelques calicots, du plomb, du zinc de silésie, des verreries et des stores. Comme Shanghai ne fournit rien à ces navires pour leur voyage de retour, ils ont à se chercher des frets le long de la côte ou dans un port étranger.

Les Allemands à Shanghai ont 15 maisons de commerce, 4 sont sous la protection Anglaise et sont des succursales de maisons établies à Londres ; quelques professions, quelques stores sont aussi tenus par eux.

Les Hollandais que nous avons réunis sous la même catégorie, ont deux maisons et une compagnie de commerce. En 1865, le tonnage de leurs navires a été de 16 navires entrés de 5,139 tonneaux ; 19 navires sortis, de 6,204 tonneaux ; ils viennent généralement de Bornéo et des colonies voisins.

Français.—La France, le pays des idées, en importe beaucoup en Chine par ses missionnaires, mais elle s'occupe peu d'y importer des cotonnades et des lainages et laisse à d'autres nations plus positives, le champ libre à ces transactions profitables mais vulgaires. La table des importations du commerce étranger marque à son avoir un zéro parfait ; à l'exportation, l'article "soies et cocons" s'élève à la colonne qui lui est spéciale au chiffre de 5,844 piculs et 2,415,198 taëls et, bien que ce chiffre soit médiocre, puisque l'exportation totale a été de 43,000 balles et que la France a dû en consommer plus de la moitié pour ses manufactures, il pourrait encore donner aux personnes qui le liraient à l'étranger, une idée exagérée de son commerce à Shanghai. Or, de ces 5,844 piculs qui se traduisent aussi par 7,300 balles, les maisons françaises n'ont exporté que 2,500 balles ; le reste a été expédié par des Anglais, des Américains et des Allemands. Ces maisons sont au nombre de cinq ; on compte en plus trois stores, une banque importante succursale du Comptoir d'Escompte, et une agence des Messageries Impériales. C'est peu pour la France, qui il y a cinq ans envoyait une armée planter ses drapeaux sur les murs de Péking, et faut-il réellement espérer qu'elle aura un jour un commerce sérieux avec la Chine ?

S'il devait en être ainsi, elle commencerait par Shanghai, car ne consommant pas de thé, c'est ici seulement qu'elle pourrait trouver à échanger des produits indigènes contre les siens, mais nous devons dire en conscience que nous avons eu à cet égard plus d'illusions qu'aujourd'hui.

En 1861, elle avait une dizaine de maisons de commerce qui paraissaient solides, quelques stores bien montés ; les chiffres que nous venons de donner n'annoncent pas que sa position ait avancé, bien au contraire ; la guerre de Chine aura en somme attiré beaucoup d'étrangers vers ces pays, mais pas de Français. Des essais sont cependant faits de temps à autre sur une échelle restreinte pour l'introduction de ses étoffes de coton et de laine, mais celles-ci sont encore trop chères pour pouvoir entrer en concurrence avec celles de la Grande Bretagne, et il faut laisser au "free trade," que les négociants de la métropole subissent plutôt qu'ils n'acceptent, le soin d'en abaisser suffisamment les prix de fabrication. Jusque là mes compatriotes qui voudront envoyer des étoffes en Chine, devront comme les Allemands aller les acheter hors de chez eux, et nous supposons que cette compagnie qui s'organisait, disait-on, pour monopoliser les soies de Shanghai et les détourner de Londres au profit des marchés de Lyon et de Marseille, aurait tout d'abord passé des contrats avec les fabriques de

Manchester, afin de se mettre à jeu égal avec les négociants Anglais. Mais tenant pour certain, comme on le peut avec sécurité, que les fabriques de Rouen, Mulhouse, etc., privées maintenant de protection pour l'écoulement de leurs produits, arriveront avant peu à les livrer à aussi bon marché que tout autre pays, verra-t-on pour cela des Français venir les vendre en Chine? Hélas! nous ne voudrions pas non plus l'affirmer et ce qu'on pourrait bien voir alors, ce serait les cotonnades et les lainages en question passant par Londres pour prendre le chemin de l'Extrême Orient. Les importations actuelles de la France à Shanghai ne sont pas aussi nulles que les statistiques sembleraient l'indiquer; ses articles de modes, de bijouterie, les vins qui garnissent les stores représentent encore une certaine valeur; mais les importateurs sont étrangers. Cette apathie des Français à sortir de chez eux n'est pas un caprice passager et ce n'est pas en un moment qu'on peut la faire disparaître, car elle est le résultat de la politique longtemps suivie et qu'une école nombreuse conseille encore, de renfermer le commerce et les idées de la France dans le cercle le plus restreint, dans le but prétendu d'augmenter ses forces en les condensant. A la longue, l'audace et l'intelligence nécessaires aux entreprises commerciales tentées au loin se sont perdues; à la longue aussi, à l'esprit large des affaires s'est substitué un esprit plus mesquin, plus chicanier; nous avons entendu maintes fois des expéditeurs de soies déclarer que les transactions rencontraient plus d'ennuis en France qu'en Angleterre et nous les avons vus après avoir essayé une année d'envoyer des soies à Lyon ou à Marseille, revenir de dégoût l'année suivante aux envois directs vers Londres.

On peut voir d'ailleurs par le tableau suivant que depuis l'institution de la ligne des Messageries Impériales, la quantité de soies de Chine et du Japon expédiée (nous ne disons pas débarquée) à Marseille n'a pas augmenté; les dates sont prises du 1 Juillet d'une année au 30 Juin de l'année suivante.

1860-61	..	..	..	7,850	1863-64	..	..	..	3,936
1861-62	..	..	..	6,177	1864-65	..	..	..	9,276
1862-63	..	..	..	9,970	1865-66 (au 1 Janvier)	..	..	..	9,350

En exprimant avec cette amère sincérité combien, commercialement partant, l'influence de la France est en retard en Chine, il y a toutefois de notre part plus d'impatience que de découragement. Nous avons pleine confiance dans le "free trade," et dans la rénovation rapide qu'il apporte dans les conceptions d'un pays. Avec les progrès de fabrication naît l'ambition commerciale; un pays n'est plus alors long à comprendre que pour être vraiment grand, il ne doit limiter ses vues à l'horizon borné qui l'entoure, mais bien les jeter sur le monde entier. Cette année et l'année dernière, des négociants français sont venus passer une saison au Japon pour y acheter en grande quantité des graines de vers à soie; ceci montre déjà que l'Extrême Orient ne leur paraît plus si éloigné et, de tous les efforts du Gouvernement actuel pour y diriger ses nationaux, l'appui donné à l'établissement de la ligne des Messageries Impériales aura encore été le plus efficace. L'habileté avec laquelle elle est administrée a du reste répondu à ce qu'on demandait d'elle et lui a acquis une popularité bien méritée. Les deux vapeurs qu'elle entretient à Shanghai et qui arrivent et partent une fois par mois, sauvent les apparences du commerce français sur les statistiques au tonnage et aux droits de douane. Ses navires à voiles qui fréquentent le port, sont peu nombreux; il n'y en a jamais plus de 3 ou 4 à la fois.

La Suisse a 3 maisons de commerce à Shanghai; elles sont sous la protection française.

Chinois.—Pendant qu'à certains ports, clients de Shanghai, tels que Tientsin et Ningpo, on entend les étrangers se plaindre que le commerce même des articles manufacturés échappe à leurs mains pour passer aux mains des Chinois qui se les font expédier directement, on peut penser que les hong de Shanghai, devenus des centres, ont atteint une grande importance; mais on y entend au contraire déclarer qu'il n'en existe plus de considérables. Ces maisons du pays, auxquelles on supposait autrefois un fort capital de 500,000 à 1,000,000 taëls, qu'elles justifiaient du reste par l'extension de leurs transactions, auraient disparu, les unes abimées sans retour dans les ravages de la rébellion, les autres qui commençaient à se relever, ruinées dans les faillites du coton. Les grandes maisons regrettent ces hong puissants par le moyen desquels elles pouvaient facilement rayonner dans le cœur des provinces. Ils étaient alors peu nombreux et monopolisaient presque le commerce de l'intérieur avec les étrangers; maintenant beaucoup de hong secondaires sont venus s'établir sur les concessions et, comme les affaires sont par suite plus divisées, les chances d'extension rapide sont moindres pour les uns comme pour les autres.

On compte à peu près 150 hong fixés sur les concessions; trois seulement trafiqueraient sur une certaine échelle avec les ports du Yang-tse, où du reste les maisons n'ont par encore cherché d'une manière sensible à s'affranchir de l'intermédiaire des étrangers. Ces trois hong seraient bien soutenus par les banques indigènes qui achèteraient avec confiance leurs traites à longue échéance sur les ports. Mais à Tientsin, si l'on excepte l'opium, toutes les transactions de ce port échappent aux étrangers qui s'y sont établis. Les Chinois ont la partie belle dans cette concurrence; leurs installations, leur manière de vivre sont des plus simples, et grèvent de peu de frais les marchandises qu'ils reçoivent. On estime qu'il y a au moins 30 hong trafiquant spécialement avec le Nord; certains peuvent avoir de 50,000 à 100,000 taëls de capital; n'employant que les steamers pour leurs expéditions, ils peuvent grâce à la rapidité des communications, prendre avec leurs correspondants pour leurs règlements de comptes, des arrangements qui facilitent beaucoup leurs opérations.

Les gens du Tchékiang font mieux encore, ils viennent faire leurs achats à Shanghai et ils les font chez les importateurs; c'est ainsi que les hong bénéficient peu ou point des affaires que les étrangers ont perdues à Ningpo. Tous les jours un vapeur part d'un port à l'autre et les transporte pour 1½ dollar; 3 dollars pour leur voyage d'aller et de retour, quelque menue monnaie dépensée à Shanghai, voilà tous leurs frais et ils évitent ainsi la commission qu'ils avaient à payer. Ce nouveau système semblerait incompatible avec la lenteur naturelle du chinois, mais si il est indolent et mou quand il s'agit de l'intérêt des autres, il est plein d'ardeur quand il s'agit du sien et ne regarde pas à sa peine, et maint commerçant très riche ne se repose jamais, voyage sans cesse, passe d'une grande barque dans une petite, et vit aussi frugalement que le domestique qui l'accompagne.

La précision et la vitesse de la navigation à vapeur font passer peu à peu dans la langue des fleurs la maxime prosaïque "*Time is money*," et les vieux doivent déjà reconnaître que de leur temps on se pressait moins.

Cette chute des préjugés contre l'emploi des steamers dans toutes les classes de la société est jusqu'ici l'indice le plus patent des progrès opérés par le contact des étrangers; bacheliers se rendant à Pékin pour leurs examens, mandarins à globules de toutes couleurs rejoignant leurs postes, tous ne veulent plus voyager que par les navires à "roues de feu" et

parlent déjà de l'époque où la Chine aura ses vapeurs à elle et apprendra à les construire et à les diriger

Résumé.—Quelques mots encore pour résumer ce trop long travail. La situation de Shanghai à une certaine époque n'était pas, il faut en convenir, des plus rassurantes ; c'en est fini, disait-on, de sa prospérité ; ces négociants qui paraissaient si habiles ne sont que des téméraires dont le crédit ne repose sur aucune base solide ; le commerce est à bas ; la concorde qui régnait jadis a fait place à des divisions profondes ; l'administration a des dettes qu'elle ne peut payer et tout le monde s'en sépare, etc., etc.

Que voyons nous à la fin de 1865 ? L'administration dont l'autorité a été réellement établie par la décision des tribunaux, a fait rentrer les dissidents dans l'ordre (ils étaient d'ailleurs peu nombreux), remis les finances dans un assiette régulière, et rendu la confiance à tous. Les meetings ont repris le calme et le caractère de conciliation qui les rendaient si dignes d'admiration. Les travaux publics quoique nécessairement moindres, ont été encore marqués et ont satisfait le demande générale. Certaines entreprises privées, un théâtre lyrique, le gaz, donnent de plus en plus aux concessions l'apparence d'une ville Européenne. La population Chinoise diminuée en un jour par l'émigration, a pris un mouvement graduel d'accroissement, attirée par des mesures sages et loyales. Au point de vue commercial les conditions, il est vrai, ne sont plus les mêmes. Pour des causes déjà énumérés, beaucoup de gens ont disparu de la scène, les pertes des spéculateurs ont ouvert les yeux et fait tomber l'animation factice des années précédentes. Ce qui s'est produit pour les hongts Chinois, s'est produit aussi pour les maisons étrangères ; leur nombre est plus considérable ; il faut par suite plus de temps et plus de travail pour arriver aux profits d'autrefois. Mais laissant de coté les intérêts particuliers, nous avons vu que pris dans son ensemble, le commerce a progressé et il n'y a pas lieu d'en être surpris.

Située près des districts de soie, et reliée à eux par des canaux magnifiques, Shanghai occupe sur la côte une position centrale qui en fait un entrepôt naturel pour des ports du Yang-tze-kiang, de Ningpo et du Japon, et le commerce des étrangers y repose sur des bases telles qu'il progressera, quand même absorbé par les maisons indigènes il continuerait à diminuer dans les ports secondaires. Une crise quelque terrible qu'elle fût, ne saurait donc lui enlever son titre de capitale commerciale de la Chine, de même que, par le bon sens et l'esprit pratique de ses citoyens, la république cosmopolite des concessions ne cessera jamais de mériter l'appellation, un instant contestée, de " Model Settlement."

(Signed)

P. GIQUEL, *Lieutenant de Vaisseau,*
Inspecteur des Douanes Chinoises.

ANALYSIS.

Analysis of Chinese Commerce during the Year 1865.

FROM the published returns of trade of the Chinese ports open to foreign flags for the year 1865, it appears that, notwithstanding the commercial crisis then existing, the total amount of the trade of China is considerably above that of the previous year 1864.

The estimated total value of trade carried on under foreign flags in 1864 amounted to 209,574,192 taels; and the estimated value of trade at the open ports in 1865, 237,507,922 taels, as per following Table:—

COMPARATIVE Table of the Estimated Value of Trade at the different Ports, during the Years 1864 and 1865.

Ports.	1864.	1865.	Increase.	Decrease.
	Taels.	Taels.	Taels.	Taels.
Shanghai	66,027,683	53,522,776	..	12,504,907
Canton	21,941,394	26,042,645	4,101,251	..
Swatow	10,026,375*	14,409,670	4,383,295	..
Amoy	10,909,676	15,239,755	4,330,079	..
Foo-chow	20,070,122*	27,890,122	7,820,000	..
Formosa	1,453,701	2,873,425	1,419,724	..
Ningpo	17,824,776	15,106,421	..	2,718,355
Hankow	27,928,511	28,750,363	821,852	..
Kiu-kiang	8,111,283	13,050,753	4,939,470	..
Chin-kiang	7,195,605	10,789,550	3,593,945	..
Che-foo	6,319,950	8,619,422	2,299,472	..
Tien-tsin	9,376,208*	17,344,847	7,968,639	..
Newchwang	2,388,908*	3,868,173	1,479,265	..
Total	209,574,192	237,507,922	43,156,992	15,223,262

The preceding total estimated value of trade of each port includes the amount of the whole import and export trade, and the amount of the imported and exported treasure, less the amount of the re-exports.

At the port of Shanghai, as the import and export of treasure could not be correctly ascertained, it is not included in the above amounts for 1864 and 1865.

The trade of Shanghai according to the foregoing table, shows a decrease of 12,500,000 taels compared with the previous year, on account of the re-exports having increased 10,000,000 during 1865, viz.:—

	1864.	1865.
	Taels.	Taels.
Re-exports	38,652,356	48,356,215
The total amount of imports and exports being	104,680,039	101,878,991
Which shows the actual decrease of Shanghai to be about	..	2,800 000

* The import and export of treasure not having been ascertained in 1864, is not included in the ports of Swatow, Foo-chow, Tien-tsin, and Newchwang, but is included in 1865 in the same four ports.

The above increase in 1865 of about 10,000,000 of taels of re-exports from Shanghai, might be taken as a favourable sign for the future development of trade at the out-ports.

The total estimated value of foreign imports and native coast trade imports during 1864, amounted to 142,969,347 taels; and in 1865, to 169,950,334 taels.

To which the different countries have contributed as follows:—

							Taels.
Great Britain							
British Possessions and Colonies	}	.	..	..	..	..	57,735,771
Japan		..	..	..	..	..	2,454,109
United States of America		..	..	..	..	..	482,593
Sundry countries*		..	..	..	..	..	2,620,987
Chinese ports		..	..	..	..	..	79,809,253
Total (not including treasure)		..	..	..	..	..	143,102,713

* "Sundry countries" include the whole of the Continent, and others.

Imported into	From Great Britain, British Possessions, and Colonies.	From Japan.	From United States of America.	From Sundry Countries.	From other Chinese Ports.		Total of Foreign Goods and Native Produce.	Total of Imports, 1865.	Imports of Treasure, 1865.	Grand Total of Imports, inclusive of Treasure, 1865.	Grand Total of Imports, inclusive of Treasure, 1864.
					Taels.	Taels.					
Shanghai—	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Foreign goods ..	34,866,169	2,257,986	482,593	761,029	882,660	38,770,437	38,770,437	10,218,189	74,835,004	78,584,810	
Native produce ..	...	...	...	...	55,846,378	25,816,378	25,816,378	64,616,815			
Canton—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	6,759,294	...	...	162,182	7,783	6,929,259	6,929,259	2,565,856	10,483,288	8,265,630	
Native produce ..	...	...	...	...	988,193	988,193	988,193	7,917,462			
Swatow—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	4,079,967	1,192	...	181,211	14,968	4,277,338	4,277,338	7,404,448	7,024,281	6,389,786	
Native produce ..	...	...	...	...	3,127,110	3,127,110	3,127,110				
Amoy—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	5,078,575	...	...	876,142	212,611	6,167,328	6,167,328	9,731,044	10,651,070	7,802,091	
Native produce ..	...	...	...	...	3,563,716	3,563,716	3,563,716				
Foo-chow—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	2,739,039	...	...	17,068	341,819	3,097,921	3,097,921	5,246,878	11,470,241	7,134,131	
Native produce ..	693,650	...	...	...	2,431,762	5,125,442	5,125,442	6,923,363			
Formosa—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	507,016	3,953	...	...	633,382	1,144,301	1,144,301	1,611,939	1,702,445	738,397	
Native produce ..	...	...	...	...	467,638	467,638	467,638				
Ningpo—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	1,508,548	11,814	...	258,420	2,381,430	4,160,312	4,160,312	808,085	7,292,684	10,812,858	
Native produce ..	...	...	...	...	2,324,287	2,324,287	2,324,287	6,484,599			
Hankow—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	...	14,750	...	...	8,697,927	8,712,677	8,712,677	2,238,548	13,245,657	12,145,357	
Native produce ..	...	...	...	...	2,291,632	2,291,632	2,291,632	3,484,907	2,193,278	3,951,627	
Kiu-kiang—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	...	...	...	...	2,845,169	2,845,169	2,845,169	1,545,292	7,914,773	5,078,473	
Native produce ..	...	...	...	...	639,738	639,738	639,738				
Chin-kiang—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	...	...	...	...	3,324,752	3,324,752	3,324,752	6,309,481	5,015,674	8,512,752	
Native produce ..	...	...	...	...	3,044,729	3,044,729	3,044,729				
Che-foo—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	472,106	61,977	...	329,157	2,577,376	3,440,616	3,440,616	861,050	12,041,056	7,779,197	
Native produce ..	...	...	...	...	1,213,408	1,213,408	1,213,408				
Tien-tsin—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	758,568	109,437	...	15,683	6,888,469	7,765,157	7,765,157	129,900	1,725,776	709,788	
Native produce ..	...	...	...	...	4,145,999	4,145,999	4,145,999				
Newchwang—	...	...	...	...	...	...	...	...	...	...	...
Foreign goods ..	272,809	...	...	...	1,029,601	1,302,410	1,302,410	39,600	1,725,776	709,788	
Native produce ..	...	...	...	...	383,766	383,766	383,766				
Total	57,735,771	2,454,109	482,593	2,620,987	...	...	...	143,102,713	26,847,621	169,950,334	142,969,547

The following Tables are an extract of the principal imports of the ports of Shanghai, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, Kiukiang, Chefoo, Tien-tsin, and Newchwang, which will give an idea of the principal staple import articles of the trade of each port:—

SHANGHAE.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Grey shirtings	...	...	Pieces	1,294,182			
White "	...	...	"	212,097			
T-cloths	...	...	"	157,095			
And other descriptions	...	...	Total value		6,613,638	...	5,366,806
Woollen goods—							
Camlets	...	...	Pieces	124,040			
Habit, medium, broad cloth, and							
Spanish stripes	...	...	"	61,908			
Lastings	...	...	"	36,907			
Long ells	...	...	"	117,686			
Lustres, figured and plain	...	...	"	168,793			
And other descriptions	...	...	Total value		6,621,238	...	4,532,209
Opium	...	...	Piculs	36,680	16,376,089	30,521	14,293,079
Iron, nail rod, and bar	...	...	"	121,972	317,127	90,601	217,442
Lead	...	...	"	46,497	214,570	66,206	316,754
Tin	...	...	"	6,248	136,449	5,911	321,110
Rice	...	...	"	749,579	1,882,533	1,619,189	4,127,440
Sugar, brown, white, and candy	...	...	"	801,113	3,329,633	841,563	3,377,266
Coals	...	...	Tons	96,075	898,656	117,570	947,626
Sandal wood	...	...	Piculs	35,101	165,296	14,110	88,818
Japan seaweed	...	...	"	117,781	369,218	129,794	487,300
Indigo, liquid and dry	...	...	"	66,592	669,893	59,277	592,405
Silk, raw, from Chinese ports	...	...	"	2,993	1,269,280	1,209	471,993
Tea	...	...	"	450,757	14,199,079	521,831	15,852,066
Cotton	...	...	"	13,046	482,613	95,929	1,873,460
Wood oil	...	...	"	97,010	126,494	59,359	593,541
Paper	...	...	"	85,319	255,992	108,670	690,971
Hemp	...	...	"	48,938	439,384	41,350	413,500
China ware	...	...	"	38,236	332,392	68,805	740,270
And sundries	...	...	Value	...	9,867,241	...	11,628,215
Total	...	...	...	...	64,616,815	...	66,832,271

NINGPO.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Shirtings, grey	...	...	Pieces	13,402			
" white	...	...	"	3,597			
T-cloths	...	...	"	21,361			
And other descriptions	...	...	Total value		204,969	...	399,176
Woollen goods—							
Camlets	...	...	Pieces	1,249			
Habit, broad, and medium cloths,							
and Spanish stripes	...	...	"	3,337			
Lastings	...	...	"	1,435			
Long ells	...	...	"	1,240			
Lustres, plain and figured	...	...	"	8,830			
And other descriptions	...	...	Total value		103,769	...	79,277
Opium	...	...	Piculs	3,470	1,755,140	3,295	1,604,991
Tin	...	...	"	17,831	306,477	8,789	131,578
Rice	...	...	"	575,432	869,824	1,911,143	3,742,307
Sugar, brown, white, and candy	...	...	"	147,467	730,087	145,925	686,439
Hemp	...	...	"	10,467	73,270	6,942	69,424
Wood oil	...	...	"	9,749	95,544	10,791	107,916
Lung-ngans	...	...	"	20,142	198,002	18,148	217,776
Silk piece goods	...	...	"	192	201,726	397	200,674
And sundries	...	...	Value	...	1,945,791	...	3,025,058
Total	...	...	...	...	6,484,599	...	10,264,616

CANTON.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	Pieces	...	...	79,868			
" white	"	...	...	52,993			
T-cloths	"	...	...	29,255			
And other descriptions ...	Total value	...	...		2,058,837	...	1,473,992
Woollen goods—							
Camlets	Pieces	...	...	5,747			
Habit, broad and medium cloth, and Spanish stripes	"	...	...	9,471			
Lastings	"	...	...	3,352			
Long ells	"	...	...	5,689			
Lustres, figured and plain	"	...	...	1,649			
And other descriptions ...	Total value	...	...		571,809	...	577,594
Opium	Piculs	...	...	2,376	1,305,141	2,490	1,322,866
Iron, manufactured	"	...	...	15,855	49,147	24,024	54,055
Lead, in pigs	"	...	...	29,866	182,228	54,853	337,348
Quicksilver	"	...	...	4,091	270,060	3,785	261,226
Rice*	"	...	...	65,198	163,027	71,198	177,997
Cotton	"	...	...	82,120	2,005,362	23,508	651,711
Nankeens	"	...	...	6,088	547,959	8,823	705,893
Birds' nests	"	...	...	261	145,605	310	129,150
Ginseng	"	...	...	3,896	589,600	3,419	397,587
Silk piece goods	"	...	...	343	307,449	342	325,594
Dollars				...	8,196,224	...	6,415,013
Tael				...	6,147,168	...	4,811,260
And sundries	Value, taels	...	...	...	1,770,284	...	2,453,185
Total	Tael	...	...	...	7,917,452	...	7,264,445

* The sales in Hong Kong of rice during 1865, as computed in the "China Overland Trade Report," amounted to 3,199,000 piculs, and probably the most part of it found its way in native boats to Canton.

FOO-CHOW.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	Pieces	...	...	44,614			
" white	"	...	...	6,393			
T-cloths	"	...	...	17,166			
And other descriptions ...	Total value	...	...		402,253	...	571,097
Woollen goods—							
Camlets	Pieces	...	...	2,958			
Habit, broad, and medium cloths, and Spanish stripes	"	...	...	4,046			
Lastings	"	...	...	666			
Long ells	"	...	...	1,538			
Lustres, figured and plain	"	...	...	2,866			
And other descriptions ...	Total value	...	...		168,425	...	281,635
Opium	Piculs	...	...	5,863	3,306,412	6,971	4,347,338
Lead	"	...	...	35,525	230,917	36,620	238,032
Rice	"	...	...	134,996	438,739	42,285	78,439
Bean cakes	"	...	...	71,211	195,832	27,416	61,686
Cotton	"	...	...	8,390	209,775	5,163	134,257
Nankeens	"	...	...	26,602	1,330,107	28,778	1,438,938
Peas	"	...	...	70,433	261,734	32,346	97,038
Sugar, white, brown, and candy	"	...	...	31,810	211,221	14,080	110,364
Tobacco	"	...	...	11,842	346,377	9,230	249,585
Dollars				...	7,121,792	...	7,608,409
Tael				...	5,341,344	...	5,706,307
And sundries	Value, taels	...	...	...	882,019	...	1,427,826
Total	Tael	...	...	...	6,223,363	...	7,134,133

SWATOW.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	41,111			
" white	...	"	...	10,319			
T-cloths	...	"	...	12,810			
And other descriptions	...	Total value	...		358,138	...	211,432
Woollen goods—							
Camlets	...	Pieces	...	1,816			
Habit, broad, and medium cloths,	...		...				
and Spanish stripes	...	"	...	1,448			
Lastings	...	"	...	1,049			
Long ells	...	"	...	1,459			
Lustres, figured and plain	...	"	...	...			
And other descriptions	...	Total value	...		80,688	...	78,669
Opium	...	Piculs	...	4,050	2,411,451	4,390	2,919,090
Cotton, raw	...	"	...	58,170	1,454,250	50,584	1,514,792
" yarn	...	"	...	4,483	313,810	2,541	165,165
Peas and beans	...	"	...	297,262	891,786	253,042	544,039
Bean cake	...	"	...	896,619	1,650,018	1,028,091	2,056,128
Rice	...	"	...	644,621	1,933,863	107,164	310,775
Oil	...	"	...	6,649	93,086	5,720	67,200
Wheat	...	"	...	55,107	165,321	14,487	43,461
				Dollars	9,352,411	...	7,900,751
				Taels	6,546,687	...	5,925,564
And sundries	...	Value, taels	...	...	857,761	...	474,222
Total	...	Taels	...	...	7,404,448	...	6,399,786

AMOY.

Imports.				1865.		1864.	
					Dollars.		Dollars.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	43,061			
" white	...	"	...	15,714			
T-cloths	...	"	...	12,168			
And other descriptions	...	Total value	...		408,863	...	337,264
Cotton yarn	...	Piculs	...	3,936	263,712	3,205	256,400
" raw	...	"	...	44,496	1,353,726	41,680	1,333,760
Woollen goods—							
Camlets	...	Pieces	...	4,347			
Habit, broad, and medium cloth,	...		...				
and Spanish stripes	...	"	...	959			
Lastings	...	"	...	425			
Long ells	...	"	...	231			
Lustres, figured and plain	...	"	...	603			
And other descriptions	...	Total value	...		136,007	...	112,654
Opium	...	Piculs	...	5,245	3,114,280	4,771	2,699,074
Tin	...	"	...	8,031	200,775	11,560	347,800
Rice	...	"	...	851,762	2,129,405	148,044	372,609
Beans and peas	...	"	...	172,585	517,755	204,124	806,896
Bean cake	...	"	...	265,001	530,002	455,570	911,110
Bicho de mar	...	"	...	9,347	342,070	5,028	297,390
Fish, dried	...	"	...	39,232	359,756	42,556	387,897
				Dollars	9,351,351	...	7,852,884
				Taels	7,014,514	...	5,889,663
And sundries	...	Value, taels	...	...	2,716,530	...	1,175,076
Total	...	Taels	...	...	9,731,044	...	7,064,739

HANKOW.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	379,366			
" white	...	"	...	60,999			
T-cloth	...	...	...	62,191			
And other descriptions	...	Total value	...		2,424,981	...	1,665,466
Woollen goods—							
Camlets	...	Pieces	...	34,869			
Habit, medium, broad cloth, and	...		...				
Spanish stripes, &c.	...	"	...	31,143			
Lastings	...	...	...	12,563			
Long ells	...	...	...	111,376			
Lustres, figured and plain	...	...	...	30,166			
And other descriptions	...	Total value	...		2,874,363	...	1,788,330
Opium	...	Piculs	...	3,485	1,868,086	1,999	1,078,358
Copper cash	...	Value	...		1,190,614	...	2,926,658
Silk piece goods	...	Piculs	...	1,384	956,343	1,009	698,736
Sugar, brown, white, and candy	...	...	...	137,994	739,220	172,484	920,359
Pepper, black and white	...	...	...	26,899	188,463	16,733	119,081
Seaweed	...	...	...	64,465	230,160	116,617	419,158
Cuttle fish	...	...	...	23,646	164,757	13,124	81,553
And sundries	...	Value	...	...	370,822	...	1,164,497
Total	...	...	...	...	11,007,309	...	10,862,216

KIUKIANG.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Shirtings, grey	...	Pieces	...	59,181			
" white	...	"	...	6,729			
T-cloth	...	...	...	34,614			
And other descriptions	...	Total value	...		400,118	...	358,544
Woollen goods—							
Camlets	...	Pieces	...	4,231			
Habit, broad, and medium cloth,	...		...				
and Spanish stripes	...	"	...	9,891			
Lastings	...	...	...	1,985			
Long ells	...	...	...	16,544			
Lustres, figured and plain	...	...	...	7,915			
And other descriptions	...	Total value	...		395,419	...	315,693
Opium	...	Piculs	...	2,490	1,566,985	2,201	1,111,340
Copper cash	...	Value	...		52,434	...	510,335
Sugar, brown, white, and candy	...	Piculs	...	60,610	328,779	44,722	241,680
Seaweed	...	...	...	33,563	133,293	26,377	100,232
Silk piece goods	...	...	...	...	158,000	147	103,432
Cuttle fish, dried	...	...	...	15,514	171,385	12,928	176,384
And sundries	...	Value	...	...	278,494	...	245,012
Total	...	...	...	...	3,484,907	...	3,162,652

CHE-FOO.

Imports.				1865.		1864.	
					Taels.		Taels.
Cotton piece goods—							
Grey shirtings	...	Pieces	...	154,610			
White	...	"	...	19,863			
T-cloths	...	...	...	30,860			
And other description	...	Total value	...		901,955	...	423,655
Woollen goods—							
Camlets and imitations	...	Pieces	...	1,002			
Habit, medium, and broad cloth,	...		...				
and Spanish stripes	...	"	...	3,537			
Lastings and imitation	...	...	...	519			
Long ells	...	...	...	777			
Lustres, figured and plain	...	...	...	13,290			
And other descriptions	...	Total value	...		169,865	...	56,753
Opium	...	Piculs	...	2,683	1,621,391	1,389	840,328
Sugar, brown, white, and candy	...	...	...	183,723	832,487	272,013	1,049,947
Needles	...	Mille	...	34,216	12,246	...	...
Seaweed	...	Piculs	...	41,424	103,557	6,659	19,976
Sapan wood	...	...	...	21,755	39,158	2,879	4,605
Paper	...	...	...	27,496	180,598	41,554	300,120
Silk piece goods	...	...	...	317	247,127	157	125,630
And sundries	...	Value	...	...	545,640	...	203,960
Total	...	...	...	...	4,654,024	...	3,024,974

TIEN-TSIN.

Imports.					1865.		1864.	
						Taels.		Taels.
Cotton piece goods—								
Shirtings, grey	...	...	Pieces	...	518,225			
" white	...	...	"	...	124,957			
T-cloths	...	...	"	...	88,744			
And other descriptions	...	...	Total value	...		2,813,418	...	1,313,272
Woollen goods—								
Camlets	...	...	Pieces	...	12,351			
Habit, broad, and medium cloth, and Spanish stripes	...	...	"	...	6,753			
Lastings	...	...	"	...	12,109			
Long ells	...	...	"	...	580			
Lustres, figured and plain	...	...	"	...	37,643			
And other descriptions	...	...	Total value	...		691,801	...	308,541
Opium	...	...	Piculs	...	5,557	3,359,796	2,839	1,571,225
Lead	...	...	"	...	13,191	85,784	5,801	37,713
Needles	...	...	Millions	...	322	113,029	141	55,265
Tobacco, prepared	...	...	Piculs	...	5,652	141,313	3,774	94,352
Sugar, brown, white and candy	...	...	"	...	156,932	776,722	153,538	694,086
Seaweed	...	...	"	...	28,137	92,550	10,464	38,546
Tea	...	...	"	...	20,706	287,656	21,206	380,766
Brass buttons	...	...	"	...	1,589	111,245	1,156	80,931
Paper	...	...	"	...	25,836	315,134	20,473	161,300
Nankeens	...	...	"	...	3,015	180,906	1,858	92,932
And sundries	...	...	Value	...	...	2,941,802	...	2,970,268
Total	...	...	...	...	...	11,911,156	...	7,779,197

NEWCHWANG.

Imports.					1865.		1864.	
						Taels.		Taels.
Cotton piece goods—								
Shirtings, grey	...	...	Pieces	...	30,230			
" white	...	...	"	...	9,600			
T-cloths	...	...	"	...	12,308			
And other descriptions	...	...	Total value	...		156,507	...	97,202
Woollen goods—								
Camlets	...	...	Pieces	...	...			
Habit, broad, and medium cloth, and Spanish stripes	...	...	"	...	708			
Lastings	...	...	"	...	645			
Long ells	...	...	"	...	...			
Lustres, figured and plain	...	...	"	...	3,414			
And other descriptions	...	...	Total value	...		58,980	...	17,717
Opium	...	...	Piculs	...	1,518	897,882	506	293,156
Sugar, brown, white, and candy	...	...	"	...	45,492	244,483	34,199	129,024
Iron, nail, rod, and bar	...	...	"	...	14,807	46,262	2,905	8,135
Window glass	...	...	Boxes	...	3,607	9,018	3,748	10,595
And sundries	...	...	Value	...	...	273,044	...	153,909
Total	...	...	...	...	...	1,686,176	...	709,738

Exports.

The total estimated value of native produce exported to foreign countries and coast trade ports:—

During the year 1864, inclusive of treasure, amounted to .. Taels. 121,537,327

In 1865, inclusive of treasure, amounted to 133,217,547

Divided as under—

To Great Britain, British Possessions, and Colonies	..	50,161,697
Japan	.. ..	270,743
United States of America	.. ..	5,864,823
Sundry countries	.. ..	3,757,834
Chinese ports	.. ..	44,110,354

Total (exclusive of treasure) 104,165,451

[Vide the following Table.]

COMPARATIVE TABLE of Exports during the Years 1864 and 1865.

Exports from	To Great Britain, British Possessions, and Colonies.	To Japan.	To United States of America.	To Sundry Countries.	To other open Chinese Ports.	Total Value of Exports, 1865.	Treasure Exported, 1865.	Total of Exports, inclusive of Treasure, 1865.	Total of Exports, inclusive of Treasure, 1864.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai	23,206,396	223,855	3,629,147	2,500,223	7,702,554	37,262,176	4,298,602	41,560,778	51,829,400
Canton	9,534,247	..	677,945	276,225	3,052,502	13,540,919	2,240,615	15,781,534	13,967,804
Swatow	75,406	10,494	..	24,501	2,851,484	2,961,885	3,739,038	6,700,923	3,700,112
Amoy	563,661	..	262,054	379,419	819,332	2,024,466	3,513,448	5,537,914	3,628,743
Foo-chow	12,856,587	..	1,295,677	573,100	1,264,624	15,989,988	646,166	16,636,154	13,124,054
Formosa	73,058	6,675	..	..	908,485	988,218	216,814	1,205,032	725,459
Ningpo	458,107	1,461	..	3,584	4,622,103	5,085,255	3,023,408	8,108,663	7,273,921
Hankow	2,054,694	..	..	..	10,630,537	12,685,231	3,202,950	15,888,181	14,510,746
Kiukiang	70,769	..	..	..	6,203,161	6,273,930	1,331,834	7,605,764	4,231,209
Chinking	..	..	..	..	952,147	952,147	1,974,251	2,926,398	2,168,753
Che-foo	520,789	13,494	..	782	1,993,941	2,529,006	1,207,376	3,736,382	3,015,951
Tien-tsin	494,811	11,883	..	..	1,198,222	1,704,916	3,657,594	5,362,510	1,730,786
Newchwang	253,172	2,880	..	..	1,911,262	2,167,314	..	2,167,314	1,710,389
Total .	50,161,697	270,743	5,864,823	3,757,834	44,110,354	104,165,451	29,052,096	133,217,547	121,537,327

From the preceding exports, the re-exports have to be deducted—if not deducted from the imports,—to arrive at the true value of the export trade, which is particularly the case with Shanghai, being partly a dépôt for Japan, Ningpo, Yangtze ports, and northern ports.

The following Tables are an extract of the principal exports of the ports of Shanghai, Canton, Swatow, Amoy, Foochow, Ningpo, Hankow, Kiukiang, Chefoo, Tien-tsin, and Newchwang, which will give an idea of the principal export staple articles of the trade of each port:—

SHANGHAI.

Exports.		1865.		1864.	
		Taels.		Taels.	
Silk, raw	Piculs	32,490	13,636,477	21,171	8,722,879
Tea		471,591	14,453,940	474,401	14,844,963
Cotton		269,216	3,903,632	508,362	9,976,353
Nankeens		46,186	2,030,875	41,564	2,286,067
Rhubarb		4,144	69,687	6,603	131,130
Nut galls		801	5,919	1,705	20,466
Musk		4.90	35,364	1.51	4,072
Straw braid		1,185	29,642	907	25,140
And sundries	Value	...	3,096,640	...	3,836,698
Total	Taels	...	37,262,176	...	39,847,768

CANTON.

Exports.		1865.		1864.	
		Dollars.		Dollars.	
Tea	Piculs	109,742	4,037,462	104,370	3,347,490
Silk, raw and wild		13,797	4,891,055	6,240	1,536,888
Silk piece goods		4,061	3,209,047	4,906	3,834,861
Rhubarb		319	25,566	337	25,341
Sugar, brown and white		90,390	637,669	64,640	383,435
Brass ware		6,995	478,586	5,185	358,709
Cassia		23,512	398,776	13,203	217,850
Mattings	Rolls	59,730	313,581	37,681	169,564
Fire crackers	Piculs	20,304	208,044	11,246	106,837
Lead, white		6,096	63,851	15,798	126,384
Vermilion		822	52,608	1,555	100,353
	Dollars	...	14,311,245	...	10,207,712
	Taels	...	10,793,434	...	7,655,784
And sundries	Value, taels	...	2,807,485	...	2,688,806
Total	Taels	...	13,540,919	...	10,244,590

SWATOW.

Exports.		1865.		1864.	
		Dollars.		Dollars.	
Sugar, brown and white	Piculs	529,487	3,340,866	681,940	4,145,885
China ware		23,905	69,525	6,783	33,915
Paper fans	Pieces	478,614	89,732	159,815	31,965
Grass cloth	Piculs	1,767	98,835	1,171	65,565
Paper		14,921	49,064	31,995	79,634
Shoes	Pairs	48,245	48,245	37,196	37,196
Tobacco	Piculs	7,920	237,600	7,291	201,982
	Dollars	...	3,933,347	...	4,596,142
	Taels	...	2,753,342	...	3,447,107
And sundries	Value, taels	...	208,543	...	253,005
Total	Taels	...	2,961,885	...	3,700,112

AMOY.

Exports.				1865.		1864.	
					Dollars.		Dollars.
Tea	...	...	Piculs	43,748	866,571	53,623	1,151,730
Sugar, brown, white, and candy	...	...	"	51,317	427,932	137,667	954,177
China ware	...	...	"	26,404	290,206	16,884	178,737
Paper	...	...	"	24,808	200,591	16,674	151,478
Dollars				...	1,785,300	...	2,436,122
Tael				...	1,338,975	...	1,827,092
And sundries	...	...	Value, taels	...	685,491	...	1,003,390
Total	...	...	Tael	...	2,024,466	...	2,830,482

FOO-CHOW.

Exports.				1865.		1864.	
					Dollars.		Dollars.
Tea	...	...	Piculs	518,961	19,717,882	497,357	16,386,594
Paper	...	...	"	55,684	746,636	40,054	583,287
Lang-ngans	...	...	"	7,331	146,642	8,191	81,918
Timber	...	...	Value	...	198,066	...	119,472
Dollars				...	20,809,226	...	17,171,571
Tael				...	15,606,920	...	12,878,679
And sundries	...	...	Value, taels	...	383,068	...	245,377
Total	...	...	Tael	...	15,989,988	...	13,124,056

NINGPO.

Exports.				1865.		1864.	
					Taels.		Taels.
Tea	...	...	Piculs	70,662	2,331,853	53,747	1,666,157
Silk, raw	...	...	"	1,914	622,050	938	248,824
Cotton	...	...	"	35,567	657,929	103,201	2,064,038
Copper cash	...	...	Value	...	277,049	...	888,850
Cuttle fish	...	...	Piculs	37,641	219,790	27,922	167,536
And sundries	...	...	Value	...	985,584	...	1,214,901
Total	...	...	Tael	...	5,085,255	...	6,250,306

HANKOW.

Exports.				1865.		1864.	
					Taels.		Taels.
Silk, raw	...	...	Piculs	1,802	502,953	453	130,326
Tea	...	...	"	267,366	6,060,484	292,835	7,219,012
Cotton	...	...	"	2	22	31,661	807,012
Hemp	...	...	"	38,463	362,211	33,026	297,955
Wood oil	...	...	"	172,052	1,981,526	92,414	1,114,304
Paper	...	...	"	35,381	190,405	35,007	142,412
Medicine	...	...	"	32,231	194,165	31,616	199,158
Tallow, vegetable	...	...	"	45,542	604,870	36,487	618,775
Wax, bees'	...	...	"	3,210	218,124	4,033	252,592
Timber	...	...	Value	...	160,375	...	676,960
Tobacco	...	...	Piculs	67,471	1,182,252	55,625	1,078,019
And sundries	...	...	Value	...	1,207,844	...	1,116,319
Total	...	...	Tael	...	12,685,231	...	13,453,425

KIUKIANG.

Exports.					1865.		1864.	
						Taels.		Taels.
Tea ...	...	...	...	Piculs ...	204,413	5,728,447	186,923	3,219,405
Paper ...	...	...	...	"	42,884	157,173	71,363	257,044
Chinaware ...	...	...	...	"	32,381	128,637	66,178	234,195
Tobacco ...	...	...	...	"	19,266	86,538	13,955	110,979
And sundries ...	...	...	...	Value ...	...	173,135	...	249,325
Total ...	...	...	...	Taels ...	...	6,273,930	...	4,070,948

CHE-FOO.

Exports.					1865.		1864.	
						Taels.		Taels.
Cotton ...	...	...	...	Piculs ...	19,141	315,829	61,804	927,077
Beans and peas ...	...	...	...	"	70,471	705,704	651,097	791,314
Bean cakes ...	...	...	...	"	756,055	755,991	615,297	492,236
Vermicelli ...	...	...	...	"	31,377	156,880	24,312	109,411
Pea oil ...	...	...	...	"	25,379	126,897	17,380	69,236
Wheat ...	...	...	...	"	59,538	107,168	14,240	25,180
And sundries ...	...	...	...	Value ...	...	360,537	...	344,093
Total ...	...	...	...	Taels ...	...	2,529,006	...	2,758,547

TIEN-TSIN.

Exports.					1865.		1864.	
						Taels.		Taels.
Cotton ...	...	...	...	Piculs ...	63,758	728,865	67,282	941,950
Medicine ...	...	...	...	"	29,263	128,942	16,030	80,207
Tobacco, prepared ...	...	...	...	"	6,377	159,466	5,370	134,270
And sundries ...	...	...	...	Value ...	...	687,643	...	574,359
Total ...	...	...	...	Taels ...	...	1,704,916	...	1,730,786

NEWCHWANG.

Exports.					1865.		1864.	
						Taels.		Taels.
Rice ...	...	...	...	Piculs ...	37,728	75,456	5,790	14,475
Bean cakes ...	...	...	...	Pieces ...	1,787,971	804,586	1,391,049	542,509
Beans and peas ...	...	...	...	Piculs ...	901,320	1,081,050	700,350	877,944
Bean oil ...	...	...	...	"	11,040	72,759	12,685	79,284
Barley ...	...	...	...	"	3,418	10,254	20,424	26,531
Millet ...	...	...	...	"	34,078	27,262	31,422	28,279
Cotton ...	...	...	...	"	309	4,333	4,573	73,171
And sundries ...	...	...	...	Value ...	...	91,614	...	68,205
Total ...	...	...	...	Taels ...	...	2,167,314	...	1,710,398

Against the value of exports to foreign countries at Shanghai, amounting to 37,262,176 taels, have to be set off the re-exports, being—

						1865.	1864.
						Taels.	Taels.
For Great Britain, British Possessions, and Colonies ..	..	..	..	..	..	11,455,037	12,225,418
Japan .	..	..	..	..	..	213,822	235,351
United States of America ..	..	..	..	..	..	3,576,894	2,711,051
Sundry countries ..	..	..	..	..	..	190,042	152,413
Total ..	..	..	..	..	..	15,435,795	15,324,303

The above consist mostly of tea, cotton, silk, rhubarb, &c., from the Yang-tze ports and Ningpo.

Against the value of imports of foreign goods at Shanghai have to be

set off—to arrive at the true import trade, or capacity of consumption of the place—the re-exports, amounting—

	1865.	1864.
	Taels.	Taels.
For Great Britain, British Possessions, and Colonies ..	522,590	406,531
Japan	1,915,398	2,810,950
United States of America	110,159	192,457
Sundry countries	613,665	191,736
Other Chinese ports	24,991,620	16,091,953
Total	28,153,432	19,693,627

The above re-exports of foreign goods to United States of America, Great Britain, and sundry countries, consist of Japan produce; and the re-exports to Japan and other Chinese ports of foreign imports, are for the most part of British origin and from sundry countries.

The value of both foreign and native re-exports at the open ports is—

	Taels.
To Great Britain, British Possessions, and Colonies ..	12,288,580
Japan	2,142,976
United States of America	3,703,811
Sundry countries	815,452
Chinese ports	32,192,680
Total	51,143,499

as given in the following Table.

COMPARATIVE TABLE of Re-exports during the Years 1865 and 1864.

Re-exported from	To Great Britain, British Colonies, and Possessions.	To Japan.	To United States of America.	To Sundry Countries.	To other open Chinese Ports.	Total of the respective Foreign Goods and Native Produce Re-exported.	Grand Total of Re-exports, 1865.	Grand Total of Re-exports, 1864.
	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.	Taels.
Shanghai—								
Foreign goods	522,500	1,915,398	110,159	613,665	24,991,690	28,153,432		
Native produce	11,455,037	213,522	3,576,394	190,042	4,766,988	20,202,783	48,556,215	88,652,356
Canton—								
Foreign goods	36,995	...	...	...	116,336	153,331		
Native produce	38,954	...	16,758	...	13,134	68,816		
Amoy—								
Foreign goods	49,361	...	...	3,637	831,641	884,639	922,177	192,040
Native produce	13,110	...	...	270	21,210	84,590		
Swatow—								
Foreign goods	30,291	164	...	...	168,095	198,550	919,229	581,158
Native produce	...	...	...	...	16,991	16,991		
Foo-chow—								
Foreign goods	47,668	...	...	...	150,077	197,745	215,541	74,603
Native produce	5,657	...	...	...	12,870	18,527		
Formosa—								
Foreign goods	10,500	560	...	...	12,794	23,854	216,272	188,063
Native produce	...	...	...	...	10,198	10,198		
Ningpo—								
Foreign goods	1,078	1,105	...	4,734	206,125	213,042	84,052	6,155
Native produce	322	122	...	2,854	78,126	81,924		
Hankow—								
Foreign goods	30	...	...	...	267,102	267,132	294,966	261,503
Native produce	63,592	...	...	...	52,951	116,543		
Kinkiang—								
Foreign goods	...	...	...	...	219,634	219,634	383,675	191,544
Native produce	...	...	...	...	13,662	13,662		
Chinkiang—								
Foreign goods	...	...	...	...	31,462	31,462	233,296	91,553
Native produce	...	...	...	...	20,344	20,344		
Chefoo—								
Foreign goods	755	10,585	...	250	86,118	97,708	51,806	51,621
Native produce	456	1,220	...	...	33,250	34,926		
Tien-tsin—								
Foreign goods	3,881	...	...	...	86,705	40,186	132,634	208,753
Native produce	7,158	...	...	...	10,375	15,133		
Newchwang—								
Foreign goods	45	...	...	...	24,392	24,437	58,719	133,775
Native produce	...	...	...	...	480	480		
Total	12,285,580	2,142,976	3,703,811	815,452	32,192,680	...	51,143,499	40,663,352

The preceding Tables of Imports, Exports, and Re-exports from and to the different countries with which China carries on trade, give the following proportions of estimated value of trade to each of them:—

COMPARATIVE TABLE of the Trade of China with other Countries, during the Years 1864 and 1865.
1864.

With	Imports, 1864.		Re-exports, 1864.		Exports, 1864.		Total, 1864.	
	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.
Great Britain, British Possessions, and Colonies	51,126,615	17,042,205	..	..	49,657,156	16,552,385	100,783,771	33,594,590
Japan	1,832,205	610,735	3,051,458	1,017,152	344,947	114,982	5,223,610	1,742,870
United States of America	450,678	150,226	..	..	4,482,859	1,494,286	4,933,537	1,644,512
Sundry countries	3,564,235	1,188,078	..	..	2,142,788	714,261	5,707,018	1,902,339
Chinese open ports, or international trade	76,748,025	25,582,675	21,636,129	7,212,043	44,766,105	14,922,035	143,150,259	47,716,753
Total	133,721,758	44,573,919	..	..	101,393,855	33,797,949	259,803,195	86,601,064

1865.

With	Imports, 1865.		Re-exports, 1865.		Exports, 1865.		Total, 1865.	
	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.	Taels.	£ sterling.
Great Britain, British Possessions, and Colonies	57,735,771	18,282,994	..	..	50,161,697	15,884,537	107,897,468	34,167,531
Japan	2,454,109	777,134	2,142,976	678,609	270,743	86,735	4,867,828	1,541,478
United States of America	482,593	152,822	..	..	5,864,823	1,857,193	6,347,416	2,010,015
Sundry countries	2,620,987	829,979	..	..	3,757,834	1,189,980	6,378,821	2,019,959
Chinese open ports, or international trade	79,809,253	25,272,930	32,192,680	10,194,348	44,110,354	13,968,278	156,112,287	49,435,556
Total	143,102,713	45,315,859	..	..	104,165,451	32,985,723	281,603,820	89,174,539

The re-exports to Great Britain amount to 12,288,580 taels, or 3,891,383*l.* sterling; to United States of America, amount to 3,703,811 taels, or 1,172,873*l.* sterling; to sundry countries, amount to 815,452 taels, or 258,226*l.* sterling; being for the most part native produce from the Yang-tze ports and Ningpo, are not put down in the above Table, the Exports including these amounts.

To show the total amount of trade between China and Japan, it is necessary to put down the re-exports, which are chiefly foreign imports from Great Britain and other countries.

The amount of re-exports of the Chinese ports not being included in the amount of the exports, and not having left the country, are put down likewise to show the total amount of international trade.

The preceding four Tables will show the amount of—

British trade at Shanghai:—

	1865.	1864.
	Taels.	Taels.
Imports of British origin	34,866,169	30,667,447
Exports to Great Britain and Colonies	23,206,396	27,243,189
Total	58,072,565	57,910,636

British trade at all the open ports:—

	1865.	1864.
	Taels.	Taels.
Imports of British origin	57,735,771	51,126,615
Exports to Great Britain and Colonies	50,161,697	49,657,156
Total	107,897,468	100,783,771

The whole foreign trade in China:—

	1865.	1864.
	Taels.	Taels.
Imports from foreign countries, exclusive of treasure ..	63,293,460	56,973,733
Exports to ditto ditto	60,055,097	56,627,745
Total	123,348,557	113,601,478

Estimated import and export of treasure at the open ports during 1865:—

	Taels.
Treasure imported	26,847,621
Treasure exported	29,052,096

At Hong-Kong during 1865 (from Sharp & Co.'s "Circular"):—

	Gold.	Silver.	Total.
	Dollars.	Dollars.	Dollars.
Treasure imported	9,240,000	26,230,000	35,470,000
Treasure exported	13,540,000	31,650,000	45,190,000

DUTIES.

The Duties received in 1864, at all the open ports, amounted to Tls. 7,845,364 9 m. 7 c. 2 c. During the present year they amount to Tls. 8,297,274 3 m. 7 c. 8 c., showing an increase in the revenue of Tls. 451,910 4 m. 0 c. 6 c., as per following table:—

Duties collected in the Ports open to Foreign Flags in 1865 and 1864.

Ports.	Import Duty.		Export Duty.		Opium Duty.		Tonnage Dues.		Coast Trade Duties.		1865. Total.		1864. Total.	
	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.	Taels	m. c. c.
Shanghai	563,175	5 8 1	521,050	0 5 8	783,457	6 4 5	122,019	6 0 0	94,171	5 2 4	2,083,874	4 0 8	2,042,330	9 1 8
Canton	230,532	9 1 0	576,469	0 7 9	..	..	22,223	6 0 0	14,666	8 1 1	843,892	4 0 0	727,889	7 4 2
Swatow	167,295	0 5 1	112,274	6 0 7	..	..	23,876	7 0 0	42,617	8 0 4	346,064	1 6 2	355,183	2 2 6
Amoy	244,999	8 9 3	167,318	2 4 2	..	..	31,762	5 0 0	27,897	6 6 1	471,978	2 9 6	474,909	4 0 4
Foo-chow	218,187	6 0 9	1,361,102	0 5 2	..	..	20,433	4 0 0	38,309	6 4 0	1,638,032	7 0 1	1,601,259	8 1 3
Formosa	42,152	9 4 7	42,791	3 8 0	..	..	2,762	7 0 0	6,563	0 5 3	94,270	0 8 0	47,851	3 9 3
Ningpo	78,084	0 0 0	252,848	0 0 0	..	..	15,634	0 0 0	37,159	0 0 0	383,725	0 0 0	395,323	4 4 0
Hankow*	697	0 1 0	842,181	7 3 2	..	..	4,262	4 0 0	96,295	6 7 4	943,436	8 1 6	1,289,619	1 3 7
Kiukiang	67	4 1 3	564,192	7 5 9	..	..	2,651	7 0 0	47,457	3 0 3	614,369	1 7 5	629,186	8 6 9
Chinkiang	..	..	6,029	0 3 5	..	..	3,400	8 0 0	10,908	0 7 9	20,337	9 1 4	30,048	5 2 9
Chefoo	40,648	8 7 8	95,113	2 6 5	76,164	1 1 9	10,849	9 0 0	20,738	0 2 0	243,514	1 8 2	228,920	6 7 0
Tien-tsin	70,118	9 3 8	54,639	3 3 2	166,316	0 7 3	4,039	6 0 0	62,909	2 1 7	358,023	1 6 0	210,849	6 2 5
Newchwang	8,152	0 1 5	102,913	5 7 4	43,446	0 2 5	5,178	1 0 0	7,374	5 3 4	167,064	2 4 8	104,729	5 1 1
Halkwan tael	1,664,112	2 4 5	4,698,923	1 1 5	1,069,383	8 6 2	269,095	0 0 0	507,068	3 2 0	8,208,582	5 4 2	8,138,102	2 7 7
Add transit dues at Shanghai	..	..	..	..	..	..	..	..	..	..	82,966	7 5 5	39,042	7 1 3
Ditto Foo-chow	..	..	..	..	..	..	..	..	..	..	4,167	5 3 9	..	..
Ditto Chinkiang	..	..	..	..	..	..	..	..	..	..	558	5 4 2	..	..
Total, 1865	1,463,578	7 9 3	4,450,202	4 1 5	913,564	7 9 4	293,180	5 8 7	1,017,575	6 8 8	8,297,275	3 7 8	8,177,144	9 9 0
In 1864	..	..	..	..	..	..	..	..	..	..	..	..	..	..

* From the duties collected in Hankow have to be deducted the amount paid by drawback certificates in 1864—Tls. 331,780 0 m. 1 c. 8 c.

SHIPPING.

The carrying trade of the open ports during 1865 has occupied—entering inwards and clearing outwards—16,628 vessels, giving a tonnage of 7,136,301. The following Table shows the proportion of tonnage of each port, compared with 1864:—

Ports.	Entered Inwards.		Cleared Outwards.		1865. Total Entered and Cleared.		1864. Total Entered and Cleared.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
Shanghai	2,021	869,632	2,081	909,970	4,102	1,779,602	5,352	1,870,909
Canton	893	485,094	886	482,972	1,779	968,066	1,702	706,947
Amoy	802	276,819	780	269,983	1,582	546,802	1,316	419,829
Swatow	588	253,853	581	220,203	1,169	444,056	941	338,805
Ningpo	910	258,247	906	250,787	1,816	509,034	2,837	595,666
Hankow	270	211,648	395	217,834	665	429,482	793	418,855
Kiukiang	481	330,225	480	330,225	961	660,450	952	666,995
Chinkiang	662	352,433	573	345,752	1,235	698,185	1,186	682,170
Foo-chow	464	200,423	468	203,773	932	404,196	937	380,370
Che-foo	464	150,401	444	143,571	908	293,972	900	279,449
Tien-tsin	209	60,049	209	60,049	418	120,098	370	91,936
Newchwang	274	91,118	274	91,118	548	182,336	504	149,804
Formosa, inclusive of Taiwan and Takao	256	50,179	257	49,943	513	100,122	176	33,750
Total	8,294	3,560,121	8,334	3,576,180	16,628	7,136,301	17,976	6,635,505

N.B.—The large number of American vessels and tonnage (nearly as much as the English) arises from the number of American steamers, plying almost daily, chiefly between Shanghai and Ningpo, Hong Kong and Canton, and on the Yang-tze river. The tonnage of these vessels is of course registered every trip they make, at each port they call.

The shipping of the open ports during the year 1865, as compared with 1864, as given in the preceding Table, was divided between the different nationalities, as the following Table shows:—

Flags.	Entered Inwards.		Cleared Outwards.		1865. Total Entered and Cleared.		1864. Total Entered and Cleared.	
	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.	No. of Vessels.	Tons.
British	3,867	1,725,112	3,931	1,742,868	7,798	3,467,980	7,925	2,862,234
American	2,359	1,318,597	2,362	1,327,309	4,721	2,645,906	5,036	2,609,390
Hamburgh	519	156,316	501	151,786	1,020	308,102	1,409	380,135
Dutch	86	27,247	90	28,843	176	56,090	197	59,471
Danish	335	70,327	335	70,720	670	141,047	767	164,802
Prussian	104	22,737	101	22,541	205	45,278	187	46,143
French	152	47,751	143	46,936	295	94,687	247	93,099
Bremen	218	63,019	210	59,850	428	122,869	292	83,324
Russian	16	6,001	13	5,451	29	11,452	21	9,198
Norway and Sweden	58	13,104	60	13,773	118	26,877	140	38,195
Hanover	65	10,538	69	11,356	134	21,894	157	30,026
Lübeck	7	1,867	7	1,867	14	3,734	24	7,452
Mecklenburg	10	1,856	10	1,848	20	3,704	53	10,518
Oldenburg	26	5,992	25	5,619	51	11,611	79	22,972
Belgian	4	1,131	4	1,131	8	2,262	22	5,520
Spanish	43	10,789	42	10,832	85	21,621	69	20,359
Austrian	8	2,225	11	3,456	19	5,681	33	12,926
Siamese	78	35,263	67	28,914	145	64,177	156	68,395
Italian	7	4,434	8	4,783	15	9,217	2	839
Portuguese	12	2,498	12	1,744	24	4,242	24	1,932
Peruvian	1	834	1	834	2	1,668	8	6,986
New Granadian	...	...	...	...	...	...	1	466
Japanese	...	...	...	...	...	...	2	756
Hawaiian	12	2,405	11	2,255	23	4,660	2	912
Chinese	279	19,019	295	20,529	574	39,548	1,021	64,588
Sundry, not classified	23	11,059	26	10,935	54	21,994	102	34,867
Total	8,904	3,560,191	8,334	3,576,180	16,628	7,136,301	17,976	6,635,505

RAW SILK.

	Bales.	Piculs.
The total amount of raw silk exported from China in 1864 amounted to	..	25,134
And in 1865 to	..	41,154
Showing an increase of	..	16,020
Shanghai furnished (Which includes 1,555 piculs Szechuen silk, and 1,914 piculs Ningpo silk.)	40,726	32,492
Canton furnished	10,800	8,662
	51,526	41,154

They were exported to the different countries in the following proportion :—

	Piculs.	Bales.
To Great Britain	26,682	..
France	5,554	..
Hong Kong*	8,597	..
Coast ports of China	45	..
United States of America	178	..
Japan	24	..
Manila	26	..
India	48	..
	41,154	51,526
Besides, passed at Shanghai as declared in transit, Japan silk	..	12,055
Total	..	63,581

The export of silk during the past six years at Shanghai, to Great Britain and the Continent, has been as follows :—

Season.	To Great Britain.	To Continent.	Total.
	Bales.	Bales.	Bales.
June 1, 1860 to May 31, 1861	72,480	7,856	80,336
June 1, 1861 to May 31, 1862	66,315	6,177	70,492
June 1, 1862 to May 31, 1863	54,163	9,970	64,133
June 1, 1863 to May 31, 1864	33,323	3,936	37,259

And to the different countries the export from Shanghai for the season, from June 1, 1865, to May 31, 1866, as compared with the previous season, has been as follows :—

	1864-65.					1865-66.				
	Raw Silk.		Coarse.	Refuse.	Japan Silk.†	Raw Silk.		Coarse.	Refuse.	Japan Silk.†
	Bales.	Piculs.	Piculs.	Piculs.	Piculs.	Bales.	Piculs.	Piculs.	Piculs.	Bales.
Great Britain	11,215	9,017 22	46 02	1,287 70	10,956	34,839	27,804 69	23 92	2,399 46	8,387
Continent ...	3,153	2,540 42	15 85	79 55		6,953	5,557 58	44 12	25 65	
Hong Kong ...	10,464	8,324 23	11 48	1 22	..	44	35 92	0 80	..	..
Coast Ports ...	43	36 62	..	..	..	52	40 97	..	..	..
America ...	111	90 90	..	61 82	30	87	69 43	..	126 57	..
Manila ...	59	48 20	..	..	..	71	56 80	..	..	..
India ...	120	110 55	..	..	..	87	88 68	..	..	..
Japan ...	..	..	..	..	..	24	24	..	..	..
Total ..	25,165	20,168 14	73 35	1,430 29	10,986†	42,157	33,678 7	68 84	2,551 68	8,387†

* This is all Canton silk, chiefly en route to Europe and India.

† The Japan shipments are incorrect, as the applications do not always contain the particulars.

TEA.

In 1864 the total amount of tea exported from Chinese ports was—

						Piculs.	Piculs.
Black tea	..	..	..	..	..	990,221	
Green tea	..	..	..	..	..	177,643	
							1,167,864

In 1865—

Black tea	..	..	..	..	..	984,662	
Green tea	..	..	..	..	..	228,679	
							1,213,341
Increase	..	..	..	..	..		45,477

The different ports supplied comparatively in 1864 and 1865 as follows :—

	Black Tea.		Green Tea.	
	1864.	1865.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.
Shanghai	335,261	262,147	145,955	209,418
Foo-chow	489,728	518,029	7,534	932
Amoy	35,893*	34,221†	..	..
Hankow, direct	46,298	77,098	..	..
Kiukiang, direct	878	3,073	1,540	2
Ningpo	..	..	64	..
Canton	82,163	90,094	22,550	18,327
Total	990,221	984,662	177,643	228,679

The teas were exported in the following proportion to the different countries during the past two years from all the open ports :—

	Black Tea.		Green Tea.	
	1864.	1865.	1864.	1865.
	Piculs.	Piculs.	Piculs.	Piculs.
Great Britain	781,033	752,168	87,295	89,318
United States of America	74,729	65,768	63,320	110,799
Hong Kong and Coast Ports‡	44,902	59,487	8,813	12,383
Australia	65,483	72,846	745	39
Channel, for orders	12,005	20,108	138	..
Continent	3,130	113	1,795	329
Montreal	1,922	932	14,961	15,026
Java	..	4,498	..	..
India	..	3,713	..	..
Sundry ports	7,017	5,029	576	785
Total	990,221	984,662	177,643	228,679

* Not including 9,500 piculs shipped to Foo-chow for reshipment.

† Not including 17,000 piculs shipped to Foo-chow for reshipment.

‡ This includes Hankow, Kiukiang, and Ningpo teas, reshipped from Shanghai.

The export of tea from Shanghae for the season June 1, 1865, to May 31, 1866, compared with the same period of the previous season was as follows :—

Exported to	1864-65.		1865-66.	
	From June 1, 1864, to May 31, 1865.		From June 1, 1865, to May 31, 1866.	
	Black.	Green.	Black.	Green.
	Piculs.	Piculs.	Piculs.	Piculs.
Great Britain	291,350 19	86,235 73	236,351 55	78,877 93
Hong Kong and Coast Ports .	4,757 77	4,401 85	20,867 57	3,688 87
United States of America ...	...	44,342 44	2,458 60	96,589 34
Montreal*	325 15	15,025 47	...	...
Australia	325 66	...	...	...
Continent	172 5	233 16	...	...
Japan	...	...	167 10	...
Amoor	...	...	256 74	...
Singapore	...	...	45	...
Total	296,930 82	150,241 65	260,146 56	179,156 14

OPIUM.

The import of foreign opium for local consumption in all the open ports amounted, in 1864, to 52,083 piculs; in 1865 to 56,133 piculs.

The imports at the different ports were as per following Table :—

Imported into	Malwa.	Patna.	Benares.	Sorts, Turkey and Persian.	Total Import, 1865.	Total Import, including all sorts, 1864.	Total Import, including all sorts, 1865.
	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
Shanghae—							
Imported and stored on board receiving vessels	20,769	12,105	2,622	546	36,042	30,521	38,223
Re-exported from receiving vessels to other Chinese ports ...	19,216	2,113	998	579	22,906	13,314	10,606
Landed for local consumption ...	3,446	9,386	1,687	84	14,603	19,709	21,789
Canton—							
Landed for local consumption ...	1,336	1,041	...	...	2,377	2,490	3,469
Swatow. Ditto	984	2,235	902	...	4,121	4,712	3,743
Amoy. Ditto	18	542	3,105	170	3,835	4,037	3,193
Foo-chow. Ditto	1,815	2,253	1,112	308	5,518	6,246	6,628
Formosa. Ditto	2	142	2,112	32	2,288	997	...
Ningpo. Ditto	2,292	500	206	194	3,192	3,305	2,679
Hankow. Ditto	2,824	339	41	148	3,352	1,999	1,412
Kiukiang. Ditto	2,204	32	...	5	2,241	2,202	1,993
Chinkiang. Ditto	4,513	331	40	2	4,886	1,693	600
Che-foo. Ditto	2,429	169	...	46	2,644	1,314	873
Tien-tsin. Ditto	4,257	685	396	223	5,561	2,875	3,708
Newchwang. Ditto	1,368	138	...	9	1,515	504	...
Total	27,488	17,823	9,601	1,221	56,133	52,083	50,087

Or, showing the sorts imported as follows, for local consumption :—

	In 1863.	In 1864.	In 1865.
	Piculs.	Piculs.	Piculs.
Malwa	54,967	29,998	27,488
Patna	12,757	16,412	17,823
Benares	2,363	5,063	9,601
Sorts	...	610	1,221
Total	50,087	52,083	56,133

* The export of tea to Montreal from January to June 1864 was 1,922 piculs 6 catties, black; and 15,514 piculs 42 catties green.

The total import of foreign opium in Hong Kong, as computed by the "China Overland Trade Report," amounts to 76,523 chests, as per following Table, with the clearances for export and consumption, and the corresponding closing rates of each English mail, between Hong Kong and Shanghai.

COMPARATIVE Table of Imports and Clearances for Export and Consumption of Opium at Hong Kong, with Comparative Closing Rates of each Mail at Hong Kong and Shanghai.

Departure of English Mail in 1865.	Imports.			Price at Hong Kong.		Price at Shanghai.		Clearances for Export and Consumption.		
	Malwa.	Patna.	Benares.	Malwa.	Patna.	Malwa.	Patna.	Malwa.	Patna.	Benares.
1st mail	Chests. 830	Chests. 2,215	Chests. ...	Dollars. 585	Dollars. 442	Taels. 435	Taels. 320	Chests. 820	Chests. 700	Chests. 600
2nd "	1,563	1,100	...	635	450	465	332	...	...	...
3rd "	1,384	3,200	2,000	640	442	470	325	1,200	1,150	800
4th "	...	1,276	...	620	410	480	330	1,300	1,150	900
5th "	1,428	1,120	1,300	630	417	465	335	1,300	1,350	825
6th "	1,100	1,020	750	637	417	470	335	1,400	1,250	925
7th "	766	1,077	1,188	650	425	495	330	900	1,000	900
8th "	1,067	380	335	665	450	515	335	1,000	1,100	1,000
9th "	425	700	900	695	460	505	335	700	700	800
10th "	1,350	900	1,025	675	455	505	330	1,100	1,000	1,350
11th "	925	2,500	1,700	650	417	480	335	900	750	650
12th "	990	918	375	660	435	455	322	950	1,300	1,100
13th "	702	2,835	1,800	680	430	515	345	860	1,200	900
14th "	835	250	120	720	437	505	325	875	2,300	1,250
15th "	690	2,700	1,900	730	465	540	335	650	1,000	800
16th "	824	...	...	820	555	605	380	900	1,500	1,050
17th "	220	1,000	900	850	660	615	415	330	500	500
18th "	1,040	...	...	865	640	665	515	900	480	600
19th "	1,943	2,313	1,350	820	640	625	450	1,000	900	500
20th "	1,600	...	160	810	570	725	485	2,000	1,100	850
21st "	...	3,200	2,450	800	522	680	420	550	1,500	1,000
22nd "	1,519	285	140	825	540	680	405	1,520	1,150	1,050
23rd "	2,300	1,800	...	895	642	705	460	1,550	2,350	...
24th "	2,800	500	340	880	670	665	450	2,400	1,150	650
Total	26,301	31,489	18,733	...	...	...	...	25,005	26,580	19,000

The preceding opium tables show the import of opium—

In Hong Kong amounts to	Chests. 76,523
And the import at all the open ports to	56,133
Difference	20,390

which amount would have to be taken for the annual consumption of Hong Kong and Macao (?)

1864 and 1865, at Shanghai and Hong Kong.

ANALYSIS.

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Shanghai, May 28, 1866.

(Signed)

GASPARD HENRY NOETZLI.

[illegible]

Hong Kong, { 1865.
Hong Kong, { 1864.

} Shanghae, 1865.

} Shanghae, 1864.

APPENDIX.

Report on the Trade at the Port of Shanghai for the Year 1865.

*Office of Maritime Customs,
Shanghai, February 1, 1866.*

ON the memory of the merchants of Shanghai, the year 1865 will remain pre-eminently impressed as one of great contrasts—a year of heavy losses, and of fair profits. The painful emotions, the cruel anxieties of the first six months, are still present to the minds of all. Mail succeeded mail bringing the same sad tale of the unfortunate result of 1864 speculations: of tea losing 60 per cent.; of cotton without purchasers; the arrival of each steamer announced the failure of some old established and respected firm which had succumbed, involving in its ruin minor houses whose interests were identical and connected with it. On the other hand, local speculations, based on a state of things irrevocably gone by, turned against their authors; the rebels were destroyed, and consequently the thousands of refugees, who had flocked for shelter to the settlements, had returned to their homes, leaving the long rows of houses, which had been built expressly for them, entirely abandoned, and reducing land, purchased at exaggerated rates, to a merely nominal value.

The export season opened under unfavourable auspices; both tea and silk were paid for at too high a price; many a merchant, who found himself obliged to purchase, did so, certainly fearing a repetition of his former losses. We shall see, however, that these fears were not destined to be realized. The latter part of 1865, by a happy combination of circumstances, has repaired, if not entirely, at least in a great measure, the disasters of the first part; and admitting that the storm has been terrible, and that its course is still marked by grievous ruins, its effects are already mitigated for those who could sustain its fury, and who, discouraged for a time, are now enabled to pursue their labours with renewed energy and confidence.

As we have to describe the different phases of the trade of Shanghai during the year just past, we cannot but congratulate ourselves that the task is more agreeable than during some part of that period we had reason to expect, and that, as a conclusion, we shall be able to present satisfactory results and encouraging prospects.

*I.—Foreign Trade.**

Table No. 4 of the first division of the returns shows that the net total of the foreign import and export trade is 64,745,945 taels, against 60,622,571 taels in 1864; thus giving a balance of 4,123,374 taels in favour of 1865.

Imports.

The importation of foreign goods, which in 1864 amounted to 30,000,000 taels, in 1865 reached 35,000,000 taels. This increase is

* N.B.—For the guidance of persons not conversant with Chinese matters, we may here remark that the tael is worth on an average 6s. 4d.; and that the picul, divided into 100 catties, is equivalent to 133½ lbs.

principally represented by cotton and woollen goods, and opium. The importation of cottons and woollens has never hitherto been so prosperous.

Grey Shirtings.—Grey shirtings in 1864 attained only to 549,041 pieces, whilst last year, they figure on the returns for 1,291,865. The heavy exports of cotton during the preceding year having rendered the raw article very dear, and proportionately diminished the manufacture of native cloth, foreign cotton piece goods were naturally in great demand and commanded high prices. In March, when the waters of the Peiho were open to navigation, and it thus became possible to arrive at the Tien-tsin market, the price rose to 4 taels, 3 mace 5 candarines per piece of $6\frac{1}{2}$ catties; the average price has however been 3 taels 7 mace 5 candarines.

The merchants of China were astounded to find amongst the cotton goods arriving from Europe, a large proportion of pieces damaged by "mildew." During the commencement of 1865, 15 per cent. of the grey shirtings which were brought to this port, were received in this condition—a fact which we are able to state from our knowledge of the numerous claims for a reduction of duty which were made to the Customs. Nothing on the outside of the bales indicated any damage; but on opening them, several pieces were perceptibly mildewed, mixed up with others of requisite quality. Of the former, some would be perhaps simply covered with spots of mildew; others again in a complete state of rottenness. Endeavours to explain the cause of this resulted in the discovery, that manufacturers in England, being obliged to make use of an inferior quality of cotton, not so pure in colour as the American article formerly used, in lieu of starch to stiffen their goods, employed "silicate of soda," which gives them a whiter appearance, but which attacks the thread in a greater or lesser degree, and rots it gradually as soon as the goods are packed.

Whether in this there is an intentional fraud or simply an error, be the case as it may, the damage done to the trade of China is none the less serious, both materially and morally. Chinese dealers were in the habit of buying cotton piece goods by muster; now they open the bales and carefully inspect the contents, thus showing that their confidence has sunk from its former level.

Numerous claims were naturally made upon the manufacturers, but without success, and were declared inadmissible by the Courts of Justice—a decision which rendered merchants in England excessively careful in their examination of cottons, before taking delivery; thus causing a diminution in the proportion of mildewed goods towards the end of the year, though it still averaged 10 per cent. Now, however, that the manufacturers have every facility for procuring a better quality of cotton, it is to be hoped that these complaints will soon disappear; the sooner the better, for, apart from the losses which have been already sustained at Shanghae, an atmosphere of distrust, more or less marked, remains hanging round grey shirtings, and as their sale is progressing so favourably, it would be much to be regretted should it be checked by proceedings, which, whether culpable or not, are certainly treated by the Chinese as proofs of bad faith. These mildewed goods have, for the most part, been thrown upon the market of Shanghae itself, where second hand dealers have purchased them at reduced prices.

White Shirtings.—The importation of white shirtings has remained stationary, viz., 212,097 pieces in 1865, and 212,236 in 1864. In April and May the prices were good, and indicated activity; but this demand was not of long duration. It should be remarked, that this year a considerable quantity of both white and grey shirtings have been sent by way of Suez.

With regard to other cotton goods a falling off in the quantity imported is to be noted; the Chinese, not being in such absolute want of those kinds, limited their purchases in proportion to their increase in cost price. As regards T-cloths, the difference between the two years is not great, *i.e.*, 156,765 pieces against 171,340; these goods being looked upon with a very favourable eye, in consequence of their close resemblance to the native stuffs of the same kind, a still larger circulation most probably awaits them in future. In chintzes and furnitures, the difference is very marked—86,736 pieces, against 123,119; still more so in handkerchiefs—21,997 dozens, against 98,166 dozens.

The importation of American drills, jeans, and sheetings, has become almost nil, and the damage done to this class of goods by the war, may be seen by the following Table:—

						Pieces.
1863	..	..	..	..	..	403,633
1862	..	..	..	..	..	99,744
1863	..	..	..	..	..	21,290
1864	..	..	..	..	..	12,787
1865	..	..	..	..	..	2,738

However, this depression as regards the trade in some special articles, has but a very slight effect upon the total trade in cotton goods; on the contrary, 1865, as we have already shown, is remarkable for the large increase of its importations, and for the profits they have realised; and now that they can be sold cheaper than during preceding years, English cotton goods can easily contend against native manufactures; more particularly as the preference shown by the Chinese for the latter is far from being so strong as formerly. The general opinion is that native cotton will continue to maintain high prices, as heavy rains have damaged the cotton crops in the coast provinces, as well as those of the west, where the cultivation of the textile is most extensive; consequently, the merchants of Shanghai count upon a considerable trade in cotton goods during 1866.

Woollens.—The Returns also give a striking proof of the increasing appreciation of the Chinese for woollens. English camlets, from 74,771 pieces in 1864, have run up to 115,115 pieces in 1865. Prices have varied but little during the year—say from 17 taels to 19 taels for ordinary kinds. Dutch camlets were quoted at from 23 taels to 24 taels during the first months of the year, and afterwards went up from 25 taels to 29 taels. Spanish stripes, which the Chinese are learning to appreciate daily more and more, have increased their figure from 31,507 pieces to 47,430 pieces. Scarlet long ells have suffered a slight diminution; 117,646 pieces in 1865 against 128,810 pieces in 1864, to compensate for which they have commanded a good price; for most part they have found an outlet at Hankow, where they are in greater demand than at any other port.

Lustres and Orleans show a visible increase; 168,327 pieces against 136,591 pieces in 1864. Goods of this class known as “figured” have augmented 30 per cent., and it is said that the Chinese will gradually substitute them for their own silks, thus assuring for them a steady progressive importation.

Matches, Needles, &c.—Apart from cottons and woollens we can only particularize, amongst western manufactured goods adopted by the Chinese, needles, matches, watches, and musical boxes; other articles are insignificant.

The importation of needles has greatly augmented, as 271,134 thousands were received here in 1865, whereas only 66,625 lots of the same quantity arrived in 1864. Tien-tsin is their principal market.

Of matches the same remarks may be made, as they appear on the

Returns for 47,894 gross, whilst in 1864 the importation amounted only to 16,201.

The trade in watches has remained nearly equal during both 1864-5, viz., a little over 45,000 taels in each year.

Musical boxes are apparently losing favour, as they have fallen off 8,000 taels in value as compared with 1864.

These different articles are exported principally from Continental Europe, and form the great proportion of its trade with Shanghai, but as they are not brought here direct but are landed by vessels at Singapore and Hong Kong, they do not appear on the Table specially dedicated to importations from the Continent.

Opium.—With a view of preventing the use of opium among its subjects, the Chinese Government has rigorously prohibited the cultivation of the poppy in the Sze-chuen and Shanse provinces; but this prohibition, the effects of which have been real in those provinces, and which has diminished the production of native opium, has failed in its reformatory purpose, and has only increased the importation of foreign drug. Patna and Malwa, which in 1864 gave a total of 28,881 piculs, show in 1865 33,438 piculs. The latter rose from 435 taels per picul to 650 taels and 700 taels; the former from 320 taels to 450 taels and 480 taels per picul.

In 1864, Benares opium figures in the Returns for 1,212 piculs, in 1865 for 2,637 piculs. Persian opium, which had but very rarely been brought to this port, amounts this year to 533 piculs, Turkish opium to 69 piculs 89 mace.

The total opium trade of 1865 is 36,680 piculs, valued at 17,769,726 taels, representing less 2,000,000, within 50 per cent. of the total value of the import foreign trade at Shanghai.

The treasury of the country draws valuable resources from the pernicious drug; this year it has paid into the Custom-house of Shanghai 785,457 taels, besides considerable transit dues in the interior. The Table specially set apart in the Returns for the opium trade divides the total import of that article into 20,000 piculs re-exported to Ningpo and the northern and Yang-tze ports, and 14,440 piculs landed at Shanghai for local consumption and for that of the province.

It is remarkable that among the Yang-tze ports Chin-kiang figures as the largest consumer; but this is in consequence of its having in its neighbourhood the rich market of Sien-niu-miao, which formerly drew its supplies in native craft from Shanghai, but which now has its requirements met by the drug brought in steamers to Chin-kiang.

When comparing the imports of opium for the last ten years we were surprised by the discovery that the trade in opium had but slightly benefited by the opening of the ports after the Treaty of Tien-tsin. In 1856, when the receiving ships, in lieu of being ranged in front of the Bund, were obliged to be moored at Woosung, the deliveries at Malwa and Patna amounted to 33,672 chests, whereas in 1865 they only formed a total of 33,348 chests. At certain periods of the year large convoys of junks loaded for the northern ports, causing a temporary activity in the Shanghai market.

Are we, from these premises, to come to the conclusion that the opening of the Treaty ports has been of no benefit to foreign trade? As far as opium and the exports of Chinese produce are concerned this may be the case; but a glance at the Returns for some years past proves that not a doubt can be entertained as to the great advantages which have been offered to and gained by manufacturers by the opening up of the new outlets.

Metals.—The imperfect working of the mines of China, and the still

primitive methods used in manufacturing native metals, do not allow of their competing favourably with those of foreign countries. The importation of nail rod iron in 1864 was only 90,601 piculs, whilst in 1865 it amounted to 128,702 piculs, of which quantity the Continent furnished 6,000 piculs, the remainder coming from England. This article has been of easy sale at a well sustained price, say, at an average of $2\frac{1}{2}$ taels per picul, at which figure Chinese iron cannot be produced. The latter is rarely obtainable in large quantities, and only in small-sized pieces. Some is to be had of excellent quality; indeed, a certain kind coming from Tien-tsin (Pecheli) and from Wan-chow (Che-kiang) do not yield in any respect to the best Swedish iron; and we know that a sample which was sent to Leeds some time ago was returned to China in the shape of a vice, perfectly polished, and upon which could be clearly discerned the fine fibres of the metal, which was declared equal to No. 2 Swedish iron. Hankow iron is more inferior, and to obtain pieces of any size would require heating, hammering, and flattening out—operations which must necessarily increase its cost, already far too high. This metal comes from Yunnan, the only province where extensive mines of iron are to be found, and considering the remote distance at which they are situated and the absence of any suitable roads to them, China must necessarily for a long time continue to draw her supplies from foreign countries.

Pig iron, imported in 1864 to the amount of 12,184 piculs, has risen to 30,927 piculs. The small arsenals organized by the authorities of Kiang-nan order their supplies of this article from England and America.

Lead finds a market both in Shanghai and in Japan, and is sent partially to the coast ports. The importation of 1865—say 46,497 piculs—is 20,000 piculs less than that of 1864.

Coals.—Six different kinds of coals have, up to the present time, made their appearance in the Shanghai market:—

- | | |
|----------------|--------------|
| 1. English. | 4. Japanese. |
| 2. American. | 5. Formosa. |
| 3. Australian. | 6. Hankow. |

And as the coal trade occupies a conspicuous place in the Returns, we will devote a few lines to this subject. The total import of this year, 93,779 tons, is far below that of 1864, which amounted to 117,380 tons, or nearly 2,000 tons a month more. This falling off is more particularly notable in English coal, which has declined from 83,554 tons to 47,814 tons. This has its source in several causes combined,—the decrease in the number of steamers employed on the Yang-tze and on the coast, the competition of other coals, more particularly those of Japan and Australia, and, above all, the small number of vessels despatched from Great Britain to China.

The coal trade could not of itself establish and sustain a direct line of navigation between Europe and the Far East. Vessels which bring this article to Shanghai are destined to take back a much more valuable return cargo—tea, for instance; they are, therefore, enabled to carry coal as an outward cargo at a very reduced rate, and to lay it down in Shanghai at a reasonable price. But, as will be seen farther on, fewer vessels having been sent from England this year, less English coal has arrived in Shanghai. Consequently, prices have ranged high; from $6\frac{1}{2}$ taels to $7\frac{1}{2}$ taels they reached 10 taels and 11 taels towards the end of the year. It is supposed that the arrivals of English coals will be in a similar proportion in 1866.

American coal sells at too high a price to be employed to any great extent by steamers; their importation has also fallen off—9,176 tons against

12,463 tons; they have risen in price from 10 taels to 13 taels, and even 14 taels. These coals are anthracite, and as they emit little or no smoke the Chinese use them in blacksmiths' shops and tea-firing establishments. The excessive dearness of English and American coals has led, naturally, to the use by steamer owners of coal procurable from nearest sources, and at a cheaper rate, although of inferior quality. Thus Australian coals figure on the Returns for 27,011 tons, whereas in 1864 they represented only 21,227 tons. Japanese coal, which in 1864 only attained the humble number of 136 tons, has this year reached 3,114 tons.

Australian coals are shipped at the ports Sydney and Newcastle, and can be delivered here at 6 taels. Towards the end of the year a brisk demand ran them up to $8\frac{1}{2}$ taels and $9\frac{1}{2}$ taels.

Japanese coals are destined to command a large sale. For a long time the privilege of furnishing coal to steamers was a monopoly of the Tycoon's Government, which delivered, without discrimination and at a fixed rate, coal of very inferior quality. Last year, however, this monopoly being discontinued, other Daimios, owners of mines, entered the market, offering coals, of which several kinds were found highly satisfactory, and their quantity cannot but improve, as the European system of working the pits is in many cases adopted. The coals of Sa-ka-sima and of Oki-sima are the best; and it is estimated that 25 tons of these coals will do as much work as 20 tons of English. The mines of Satzuma promise to turn out equally good coal as soon as the seams have been worked to a sufficient depth.

The coal of China is at present inferior to all the other kinds; but if the natives would but profit by the example set them by the Japanese and learn to work their mines properly, they would no doubt be enabled within a very short time to furnish coals of good quality; however, every access to the mines is still closed with jealous care against any attempt at innovation. Hankow coals are used by some steamers, mixed with English, for their return voyage; they cost 6 taels on board, but at this price they cannot expect to compete in the market of Shanghai. The mines of Keelung (Formosa) might also be made to furnish good coals, but they are for the present only used by steamers for want of better, and it was only towards the end of 1865, when other coals were very dear, that any Formosa coals were brought here and sold from 5 taels to $6\frac{1}{2}$ taels.

Timber.—The sudden stoppage of many of the enterprises of preceding years such as the building of wharves, houses, godowns, &c., has seriously affected the importation of foreign wood. Softwoods, which came from Puget Sound, Oregon territory, and Japan, have fallen from 9,251,611 square feet, to 5,528,046. Hardwoods have also suffered very considerably, 30,000 in 1865, against 150,000 pieces in 1864. They come from Japan, Siam, and the Straits. Steam saw-mills have been established in the neighbourhood of Singapore, which turn out beautiful timber of the Malayan archipelago at reasonable prices. It is there that China will have to repair to supply her timber yards, when, at some future time, she builds vessels of her own, after western models.

Sugar.—The south of the Fohkien and the west of the Canton provinces, the principal producers of native sugar, having been last year a prey to the remains of bands of Taepings, the importation of foreign sugar has considerably increased. Thus, whilst Swatow, Amoy, and Hong Kong sugars have diminished 185,609 peculs, as compared with 1864, foreign sugar has increased 134,937 peculs. The total import of sugar at Shanghai during the past year was—

					Piculs.
Foreign sugar	..	..	..	..	259,601
Native sugar	..	..	..	..	530,990
Total	..	..	..	..	790,791

More than half of the former comes from the Philippine Islands, the remainder from Singapore, Siam, the Straits, and Cochin China. As the rebels have not yet been driven away and still occupy nearly the same positions, it is probable that the quantity of native sugar produced in 1866 will not increase, and that the importation of foreign sugar will still be considerable.

Rice.—The great reduction in the quantity of foreign rice brought to this port in 1865, gives an idea of the rapidity with which the country, now restored to tranquillity, is made to resume its proper degree of cultivation. This year 706,342 piculs of foreign rice were imported, that is to say 50 per cent. less than in 1864. The quantity of rice furnished by the province must be considerable, for, although still below the average of good years, it has been sufficient to keep rice down to so low a price, that importers could not make it remunerative; a most unexpected disappointment, as, during the first month of the year, the aspect of the country announced the absence of some of its inhabitants and the failure of the first crops. This year Siam has not participated in the importation of rice in consequence of the famine in that country and the consequent prohibition of the export of this article; the supplies aforesaid came from India, the Philippines, and Hong Kong (doubtless Saigon and Cambogia).

Trade in rice can no longer be classed among the usual transactions of business at Shanghai; and although, on the one hand, foreigners must rest satisfied with the more flourishing condition of the province, the increase of its internal richness, and, as a natural consequence, the greater chances which are thus reserved for success in other transactions; still, on the other hand, the shipping interest loses one of the principal sources of freight from which it has drawn employment during preceding years.

Division of Imports amongst Foreign Countries.

Of all the countries which participate in the importation of foreign products to Shanghai, Great Britain ranks first, both by virtue of its direct trade and by that of India. The latter country sends to China, rice and opium, representing this year the sum of 17,769,726 taels, or 1,634,731 taels more than in 1864. This is all net income as India takes nothing in exchange from the Middle Kingdom. Direct importations from Great Britain attained, according to the Returns, a value of 12,710,681 taels, to which should be added the value of English goods landed in the first place at Hong Kong, and afterwards re-shipped to this port, which would increase the above sum some two millions of taels. About one million and a-half of taels stand to the benefit of Great Britain this year. Importations from America are represented by 482,593 taels, about the same amount as in 1864; but the crisis reigning in the United States during this time prevents this being a true estimate of what would be, under more adventitious circumstances, the true value of the import trade of that country.

To the 132,643 taels given by the Return Table for the Continent should be added the value of all the sundry goods imported in the first place to Hong Kong, such as needles, matches, &c., which we may put down as at least another million taels. Direct importations from the Continent have

visibly increased this year, say 50 per cent. Cloth and Spanish stripes, which have hitherto been borne on the returns for an insignificant amount, figure this year for 50,000 taels.

Japan has imported during 1865, 2,257,986 taels—thus surpassing the value of her 1864 imports by 559,705 taels. The statement of her trade with Shanghai may be made out as follows:—

	Taels.	Taels.
Imports from Japan	..	2,257,986
Foreign goods exported to Japan from Shanghai	1,915,398	
Native produce	223,856	
Total	2,139,254	2,257,986

These totals nearly balance each other, but, in addition to the exports from Japan, we must take into consideration 11,326 bales of silk which were sent to Shanghai, the value of which does not appear on the Returns, as they were not landed here but merely transhipped on board the mail steamer for conveyance to Suez. Among the list of import articles we would particularize,—cottons, woollens, metals, charcoal, salt fish, timber, seaweed, sharks' fins, and ginseng. This year the 'Tycoon's Government, in order to pay a portion of the war indemnity, sold at Shanghai a considerable portion of copper cash, which, although not bearing the mark of any Sovereign of China, found, nevertheless, a not disadvantageous market. Japan ginseng, so highly appreciated as a remedy by the Chinese, has greatly diminished in price during the last few years. In the Treaty Tariff we find it classed at the same valuation as the Corean ginseng, now worth twice as much, so that importers of the former now find themselves obliged to pay a duty amounting to more than 20 per cent.

In 1865, many sailing vessels, instead of coming to Shanghai, discharged their cargoes at Hong Kong, so that the exports from that port amount to 3,905,063 taels, whereas in 1864 they were only 1,922,092 taels, Hong Kong is not only an entrepôt for a large quantity of goods despatched from Europe, but also for merchandize arriving from Borneo, Siam, Cochin China, and the Straits which are there reshipped to different ports, where the markets offer more advantages.

Imports from the Philippine Islands, from 369,790 taels, which figure they reached in 1864, increased in 1865 to 575,616 taels. They consist chiefly of sugar, rice, betel nut, indigo, and cordage.

Australia furnishes Shanghai with coal, but we have already noted the progress made by the commerce of this country.

Siam, from the impossibility in which she has been placed of exporting rice, sees the value of her decline from 638,375 taels in 1864, to 65,320 taels.

Singapore has also suffered from the depressed state of the foreign rice trade at Shanghai; her imports have fallen off from 1,115,080 taels in 1864, to 522,686 taels in 1865.

The decrease for these two countries is 1,165,449 taels, the increase for all the others is 5,656,915 taels. Foreign imports have consequently progressed during 1865 to the extent of 4,491,466 taels.

Exports.

Silk.—The total value of the exports of Chinese produce to foreign countries during 1865, differs only by one million of taels from the total of 1864; the great reduction in teas and cottons having been nearly compensated for by the value of 20,000 bales increase in the export of silk.

The silk market opened when the commerce of Shanghai was still in a state of confusion, commenced so precipitately and at such prices that there was a renewed outcry against rashness. The first purchases were pushed on to such an extent that the Chinese brokers scarcely gave the buyers time to examine the bales, saying "Take them at once or we shall offer them to others." The silk appeared, however, to be of fair quality and in good condition. The mail steamers hardly sufficed to carry away the numerous offers of freight which were pressed upon them. One steamer of the Messageries Impériales alone loaded 5,000 bales; 22,000 bales were thus exported during the months of June and July. In consequence of this excitement the Chinese hurried their silk on the market; a certain lot, brought from the interior under torrents of rain, arrived damp, and being shipped on board the steamer too soon, it reached Europe in a damaged state, which, very probably, may be attributed to a slight fraud on the part of the peasant growers, who, very likely, wetted the centre portion of the bales to make them weigh heavier, and thus increased the effects of the dampness of the weather. The rains were so heavy and continued that they ruined a considerable part of the second crop—that of August,—which did not amount to the half of what was anticipated, so that the total export of the year, which should have been from 50,000 to 60,000 bales, did not amount to more than 43,000. At the beginning of the year the stock was exhausted; a few hundred bales, which were on the market, fetched extravagant prices, which naturally retold upon those of the opening of the season. No. 3 tsatlees, of which kind is the largest yield, commenced at 430 taels,—by the end of July they were at 515 taels,—at 570 taels in October, and at 600 taels by the end of December. Silk transactions were, however, in a very healthy condition; advices from Europe announced that the continental crop would be far below the average, and that the terrible and unknown disease among the worms continued to inflict on them a grievous mortality. On the other hand exchange on Europe was low—say 6*s.* 3*d.* per tael; and there was plenty of specie in Shanghai to prevent its ranging much higher. In short, silk operations turned out highly satisfactory; it is reported that some showed a profit of from 4*s.* to 5*s.* per pound. The Chinese grower, overjoyed doubtless at the prices he realized during 1865, will probably devote every attention to next silk season, which promises to be an abundant one if the elements are not unfavourable. It remains for the merchants to take every precaution to find out whether or not the silk of China will again be as absolutely necessary to the manufacturers of Europe, and also to ascertain the results of the eggs of the Japanese silkworms; in any case, prudence should dictate a little less confidence than has been formerly shown in making purchases. 12,055 bales of Japanese silk passed through the port of Shanghai in 1865. Only a few hundred were landed.

Teas.—The immense losses experienced by the teas of 1864, owing their principal source to the fact that the quantity sent forward far exceeded the capacity of the London market, it is not surprising that the export of this article for 1865 shows a considerable decrease. This is applicable, however, to black teas only, the total of which, say 262,147 piculs, is 25 per cent. lower than during the preceding year; these are the teas which are consumed in England, and in Russia. Green teas, which are used in America, were in a most advantageous position through the cessation of hostilities in that country, and their exportation has made great progress, as will be seen below.

We have only a few general observations to make on the subject of

teas, as Shanghai is merely a depôt for them. Black teas come from Hankow and Kiukiang; green teas are sent from Kiukiang and Ningpo.

Black Tea.—Although prudential counsels were the order of the day for tea more than for anything else, the black teas, which were purchased at Hankow on the opening of the market, were paid for at a higher rate than was expected; after the first chops had been received, a little more moderation was shown in buying, but soon after the news of the reduction of the duty roused every one to fresh activity, and prices, which had a downward tendency, again ran high. Amongst the accusations which public opinion at home has directed against Chinese trade during the last few years, it has not perhaps sufficiently taken into account the exceptional circumstances which have to be encountered by foreigners in this country. As the tea season approaches, the merchant, who is ignorant of the language, is obliged to have recourse to native agents, to get teas sent down from the interior; he is consequently, as regards opening prices, at the mercy of these brokers, who come to a perfect understanding together in order that the price may not be any lower than that of the preceding season. As it is a well known fact that the teas which arrive first in the London market leave a large margin, a competition takes place to see who can buy them, and, above all, who can buy them the quickest; a similar thing would occur in Europe, and indeed everywhere else. This, of itself alone, creates a rivalry at the opening of each season, of which the native merchant knows full well how to reap the profit; once the first eagerness over, the demand lessens, and prices should do so gradually, but the Chinese are tenacious, and they persist in their demand till the foreigner is forced to yield; they even contrive to run up prices up to the end of the season. What remedy can possibly be found for this state of things? Do without native agents and transact one's business oneself! The difficulties presented by the language and the numerous usages of Chinese trade are obstacles which have hitherto proved insurmountable. Combat the native with his own weapons, and concert together not to pay more than a certain price! This is a system incompatible with the liberal commercial spirit of the age, and which would assuredly fail; the foreign merchant is truly powerless before his adversary. This year, black teas, which opened at 32 taels per picul, had, by the end of it, risen 6 taels, but thanks to the reduction in the quantity exported and to the care with which they had been prepared, they have been sold, up to the present time at a profit.

Green Tea.—The purchase of green teas was more happily managed, owing to the uncertain aspect of affairs in the United States, which paralyzed operations during the first months of the year, and so lowered prices as to cause considerable losses to Chinese holders, thus allowing exporters to operate with security in making their bargains. When peace came, assuring an easy outlet to these teas, prices flew up immediately, but the requirements of America were so considerable that all green teas have been profitably sold. In 1865 the export of this article amounted to 209,418 piculs, against 151,089 in 1864; 104,259 piculs have been sent to the United States, and 85,820 piculs to England. The season was inaugurated by "Ping Soueys" fetching 2 or 3 taels less than in 1864; at the end of the year they averaged 35 taels per picul.

In endeavouring to discover the causes which have led to the crisis in teas, we find that the trade, so far as regards green teas, has been the victim of circumstances rather than of errors. The United States were approaching the most eventful period of their civil war and completely stopped all purchases on the London market, which had become the depôt for these teas, thus leaving large stocks on the hands of merchants, which they found it impossible to realize. As we have before stated, the export

of black teas was too great, both for the wants of Great Britain and for the demands of Russia which had been much exaggerated.

The spirit of speculation then rife at Shanghai, threw into tea transactions many who were perfect novices and inexperienced in the trade; their operations, dictated by chance, completely upset the habitual prudence of older hands; hence absurd prices, inferior qualities, and a miscalculated export. As bankruptcy has carried away most of these obnoxious speculators, and as the survivors no longer meet with the same facilities in finding money for their rash undertakings, the tea trade is gradually resuming the wise and healthy course which it formerly followed.

Cotton.—The export of cotton to Europe still continued at the beginning of the year; in January and February nearly 90,000 piculs were sent to England. The rapid succession of events in the Southern States became known shortly after; the successful raids of General Sherman, the taking of Savannah, of Fort Fisher, of Charlestown, and finally the fall of Richmond and the pacification of the South, which latter put an end to any attempts at further exportation. From $18\frac{1}{2}$ taels per picul, cotton fell immediately to 13 and 14 taels. Stocks in Shanghai were then sent to other ports in China, more particularly to Hankow, which may have thus recovered most of the very bales previously exported thence. The autumn season was active, as the southern ports had to provide themselves with supplies which had not been renewed the previous year; still the export of cotton was far from what it was expected to be, for at least one-half of the cotton crop in Kiang-nan was either spoilt by the same rains which so damaged the silk, or inundated by the breaking of a long line of dikes in the bay of Hangchow. Tien-tsin and Cheefoo cottons, which in 1864 were re-exported to foreign countries, were this year sent to Hong-Kong and the neighbouring ports.

The high price paid for it, and its inferior quality, marked out China cotton as one of the first victims to the re-opening of the ports of Southern States of America, but the losses thus caused do not appear to have fallen any less severely on the Chinese hongts than on the foreign merchants. Of the former, many were already ruined in 1863, by the bad faith of the peasants, who, suddenly finding that they could obtain better prices than those agreed upon, broke their contracts, and by placing the hongts* in the impossibility of fulfilling their engagements, forced them to close. In 1865, hongts which held large stocks, or which had already made contracts with the interior at too high prices, found themselves also involved in ruin.

The market of Shanghai, which was the centre of very extensive cotton operations, has not thus been enriched by them, as the money put in circulation by purchases of this article, was engulfed in the interior, and contributed in no slight degree to remedy the disasters which the province had suffered from the rebellion. As regards the export of cotton to foreign countries, 1865 is naturally far below 1864, namely, 100,137 piculs against 336,503 piculs. If, as is probable, China is not destined to pay any more tribute to the "king cotton" of the west, the year 1866 will see the trade of Europe and America re-enter its former groove of tea and silk. Apart from these two articles, we find others on the returns in but very insignificant quantities: a few piculs of nuts and rhubarb; Chinese grass, which some European companies are making preparations for using as a textile, figures to the extent of 5 piculs only. The progress made by China towards the adoption of articles of European manufacture, is still more rapid than that of Europe in availing herself of Chinese products.

* "Hong," native house of business.

III.—*Coast Trade.*

Coast Trade.—In comparing the Return Tables which sum up the commerce of Shanghai with the coast and Yang-tze ports during 1864 and 1865, it can be seen at a glance, that the value of imports has decreased 4,755,916 taels. The ports of Canton, Swatow, and Amoy, situated in the Canton and Fohkien provinces, ravaged throughout the year by the rebels, show a diminution of 1,577,843 taels; Formosa of 242,341 taels; Hankow, the port of black teas, has fallen off 3,371,604, taels; Kiukiang, the port of green teas, has increased 464,931 taels; Tien-tsin, which did not export as much cotton as in 1864, shows a deficit of 673,704 taels. The importation of Chinese products into Shanghai, amounts to a total value of 25,846,378 taels, divided into three parts: one destined for foreign countries, representing 15,435,795 taels; one re-exported to Chinese ports, 4,766,988 taels in value; and a third, amounting to 5,643,595 taels, kept for local and provincial consumption, which in 1864 amounted to 11,643,555 taels.

The export of Chinese produce to the other ports is represented by 7,702,554 taels, or 1,834,516 taels less than in 1864.

All the progress made this year rests with foreign goods re-exported, of which the total value is 24,991,620 taels; surpassing that of 1864 by 7,899,667 taels.

Whilst dwelling on the different tables of the “coast trade,” we may enter into details regarding the figures we have given above; we shall do so, however, very rapidly, for the trade of each place is analyzed by our colleagues, who are better able than ourselves to give interesting information, regarding the different products exported by or received at their ports.

Table No. IV.—There is one table, however, which comes more directly under our province, it is No. 4, headed “Native Produce exported from Shanghai to other ports.” The principal products of the province of Kiangnan are there plainly brought forward; these are silk, silk piece goods, cotton, and nankeens. The silk to the extent of 158 piculs, valued at 234,367 taels, was exported by private steamers to Hong Kong, whence it was probably forwarded to Europe. Silk piece goods are divided amongst all the ports, and attained a value of 1,124,909 taels, against 962,338 taels in 1864. Cotton was distributed in a like manner, and reached to 182,085 piculs. Nankeens increased in quantity 1,596 piculs, but decreased in value 373,740 taels, in consequence of the fall in cotton.

The export of wheat to the southern ports is considerable, viz., 100,181 piculs; that of copper cash is less than in 1864 by 115,108 strings, 95,528 taels in value; whilst in 1864 the export of this article was 133,644 piculs, valued at 1,603,728 taels. This proves that in the districts bordering on Hankow and Kiukiang, where formerly only copper cash was current, sycee is coming more into use, which is one step gained on native routine.

The province of Kiangnan exports also a great many other products, which present a respectable figure on the Returns as regards quantity, but whose value is comparatively small. Its manufacture of musical instruments must be renowned, as no less than 47,508 flutes were sent to the Yang-tze ports, and 50,000 different instruments to Canton. We may also mention, as articles worthy of notice, fans, spectacles, and hair pencils for writing.

The preceding remarks apply only to the southern and Yang-tsze ports; the important exports from Shanghai to the northern ports are confined to silk piece goods, nankeens, and grass cloth. To Tien-tsin, for

instance, exports from Shanghai would be insignificant were they not enlarged by the re-export of foreign goods.

Table No. VI.—The re-exports of foreign goods is detailed in Table No. VI, and if we add together the imports from Europe, America, and India, that is to say, cottons, woollens, opium, and metals, and compare the totals with those of 1864, a considerable increase will be found at every port which draws its supplies from Shanghai.

This increase amounts—

					Taels.
At Ningpo, to	..	..	..	..	456,940
Hankow	..	..	..	..	1,886,437
Kiukiang	..	..	..	..	331,289
Chinkiang	..	..	..	..	1,770,701

An enormous augmentation in this last case, due principally to opium, but also to cotton goods, the imports of which had hitherto been almost nil. At Chefoo it amounted to 800,901 taels, or nearly 80 per cent.; at Tien-tsin it is 125 per cent., or an increase of 3,424,052 taels, for in 1864 the value of this branch of trade there was only 2,920,809 taels; and, lastly, even the humble port of Newchwang shows also an increase of 200 per cent., or 610,761 taels. In 1864, these articles were represented by 329,526 taels. Shirtings and T-cloths, never before imported there, appear for a value of 20,275 taels.

Table No. I.—Amongst the articles enumerated in Table No. I., silk, cotton, and tea, have been re-exported to foreign countries; the remainder are for Chinese consumption. We remark as pre-eminent the porcelain ware of Kiukiang, which represents 313,464 taels, the copper cash and cuttle fish of Ningpo, the indigo of Canton, the medicines of the southern ports, the fungus, the oil, the paper, the rhubarb, the vegetable tallow and wax of Hankow, the yellow silk of Sze-chuen, which this year shows 447 piculs, worth 178,876 taels, the sugar of Amoy, Swatow, and Hong Kong, the timber of Foochow, &c.

From the northern ports we have to make mention of the beans and bean cake, the millet and rice of Newchwang, the other articles being of small account. The satin shoes, the soap, and the dates of Tien-tsin represent an inconsiderable sum.

This Table, which assuredly is the one which gives the most trouble to the Custom-house, includes the numerous articles, more or less known, which serve as food to the Chinese, or enter into the consumption of their different industries; it might be useful as an index to the chemist, the naturalist, or the savant desirous of studying the resources and the products of these countries.

IV.—*Shipping, Treasure, and Duties.*

Shipping.—We have every reason to fear that the epoch of good freights for sailing-vessels must be numbered among the things of the past, and that they will no longer find so remunerative an employment in Chinese ports as they have done in preceding years. This year many causes united against them; in the first place, the depressed state of the rice trade, which employed so many ships between Singapore, Hong Kong, and Shanghai; the cessation of the export of cotton to Europe, and, above all, the overwhelming competition of numerous steamers running from one port to another at such low rates of freight that the Chinese are enabled to ship by them even that class of inferior priced goods known under the name of “Chowchow articles.” These are the real causes of the injury done to freights by sailing-vessels. The proclamation by the

authorities of this province prohibiting native merchants from making use of foreign bottoms for the transport of bean cake has had but a very secondary effect, and was, in fact, only a concession granted to the lamentations of thousands of junks, which are rotting for want of employment along the banks of the Whampoa.

In 1866, the same causes will also be in existence, but the effects will be still more apparent; whereas, at the commencement of 1865 some hopes were still nourished of freights for cotton and rice. In July there were more than 150 vessels in port, a number which doubtless will not be seen again for a long time.

It is needless to remark that under such circumstances freights fell to the very lowest point. Some vessels only got 1*l.* 10*s.* to London; the first clippers, tea-loaded, were the only ones more favoured, as they obtained 3*l.* Other vessels were obliged to be content with insignificant freights for bringing timber from Foo-chow; many left for Europe or for different ports in America.

This decrease in the number of shipping will deprive Shanghae of much of its animation, for this floating population supported many stores, and other branches of industry, which have been already obliged to give up business, and maintained bustle and movement on the Bund and in the streets of the settlements,

To compensate for this, steamers are continually on the move, but their number has also grown less. After the Treaties of Tien-tsin and Yeddo too many were ordered out, both from Europe and the United States; since then several have been sold to the Japanese; others, less fortunate, have been lost on the Yang-tze and on the coast. This year has been particularly unpropitious; the "Chanticleer," the "Corea," the "Foh-kien," and the "Lalla Rookh," were wrecked one after the other in the hurricanes of June and July.

There are now in Shanghae about thirty-five steamers, a number just sufficient to fully meet all the requirements of trade. We do not include the fine little tow-boats destined for the navigation of the canals, and which are now condemned to idleness in consequence of all access to the silk districts having been forbidden them. Regular lines are established between this and Japan, Chefoo, and Tien-tsin, the Yang-tze ports, Hong Kong, Ningpo, and Foo-chow, which keep up a continual coming and going, besides maintaining the total tonnage of 1865 at but little below that of the preceding year, as will be seen by the following Table:—

				Vessels.	Tons.
1865.	Entered .	..	..	1,740	848,456
	Cleared .	..	..	1,810	887,747
1864.	Entered .	..	..	2,137	899,331
	Cleared .	..	..	2,104	888,728

As regards future prospects, important to the shipping interest, we may mention the expected arrival of the American mail steamers; and it may also be asked how those interests will be affected by the permission which will ere long be granted by the Chinese Government to its subjects, to own foreign vessels; for the present, the natives have not the right to change the build of their junks.

Specie.

The very great kindness of several bankers has furnished us regarding treasure with exact data which the returns were unable to supply. In

1865, the specie imported from foreign countries, Hong Kong included, amounted to 9,684,470 taels and 8,959,393 taels from Chinese ports; forming a total of 18,643,863 taels. The specie exported to foreign countries, inclusive of Hong Kong, amounted to 12,067,843 taels, which, together with 3,965,847 taels exported to Chinese ports, gives a total of 16,033,690 taels.

With this information, we can establish correctly the general account of the trade of Shanghai.

Foreign Trade.

					Taels.
Specie imported from foreign countries	..	..	..	..	9,684,470
Value of goods imported from foreign countries, less re-exports to same	..	..	..	..	35,225,965
Total	..	..	..	..	44,910,435
Specie exported to foreign countries	..	..	..	..	12,067,843
Chinese produce exported to foreign countries	..	..	..	..	29,559,622
Total	..	..	..	..	41,627,465

Coast Trade.

Specie imported from Chinese ports	..	..	..	..	8,959,393
Chinese produce imported, less re-exports to other ports	..	..	..	..	21,079,390
Foreign goods imported from Chinese ports	..	..	..	..	382,660
Total	..	..	..	..	30,421,443
Specie exported to Chinese ports	..	..	..	..	3,965,847
Native produce exported to those ports	..	..	..	..	7,702,554
Foreign goods re-exported to those ports	..	..	..	..	24,991,620
Total	..	..	..	..	36,660,021

From these two series of calculations may be easily deducted the state of specie for the year 1865. On the one hand, the value of goods imported from countries exceeding that of the native produce sent to them; on the other, the value of native and foreign merchandize sent from Shanghai to the other ports, exceeding that which was received from them, thus forcing them to make returns in specie, everything, it is evident, contributed to cause an influx of specie into Shanghai. Add to these reasons the total absence of local speculations which, in former years, set in motion such large sums of money, and the natural conclusion is that exchange must have ranged very low; effectively, from 7s. 2d. in 1864, it fell to 6s. 2d. and 6s. 4d., and only rose during the month of July, when it attained 6s. 6d. The eleven banks established at Shanghai found business very dull all throughout the year, and, in order to get rid of the specie which they had on hand unemployed, they sent it to India, and sold it to the Colonial Government to mint coin. 9,761,796 taels were got rid of in this way, and the export still continued in January 1866. As the excess of specie in Shanghai has been thus passed off, and as mail advices report that no large quantities are likely to arrive from Europe, exchange when trade revives has every prospect of rising.

Duties.

The total duties received by the Customs at Shanghai, is Haikwan taels 2,167,841, and exceeds the revenue of 1864 by 86,468 taels.

IV.—*Nationalities established at Shanghai.*

At a general glance, or, if the expression may be allowed us, taking a bird's-eye view, the nationalities which divide among themselves the trade of Shanghai, may be classed under five categories,—English, American, Germans, French, and Chinese. Under the head of Germans are included the Dutch houses, and the Swiss under that of French; this being, of course, custom only, and not by any means a distribution arising from any reasonable source. In the month of December, Shanghai contained 88 houses of business,—11 banks, 13 brokers, 13 commission houses, 14 stores, 21 houses of sundry professions, 3 docks, and 3 large blacksmith's establishments connected with the repairing of vessels. The concessions were inhabited by 2,500 foreigners, and 120,000 Chinese.

British.—The British easily obtain the larger portion of the goodly sized ingot which yearly passes through the crucible of trade at Shanghai. Their houses are the oldest; the most powerful among them are branches of those colossal establishments founded when China was still enveloped in mystery for Europe, by bold speculators who became merchant princes; they have passed through that happy epoch when the Celestial Empire was a mine of gold; the mine is still rich but now it only yields brass, and is not so easily worked, their advance is therefore considerable. On the other hand, Great Britain, as regards China, is the only really importing country, for, compared with her, the United States and the Continent show but very insignificant figures; she is, consequently, the only country that has established a substantial system of barter or exchange of produce, which is moreover greatly to her own advantage, for, by her direct imports and by opium, we have already seen that she introduces into Shanghai an amount of 36,000,000 taels, whereas she only takes away 22,500,000. Furnishing her merchants therefore with goods, through which they realize profits and are without any expense in possession of funds with which to purchase native produce, they (the merchants) have at all times been enabled to land in Europe, tea, silk, and cotton under more favourable circumstances than others, and thus absorb the greater portion of the business of China, at the same time that London has always been the general entrepôt for all exports from the "Far East." The numerous British Colonies situated in this part of the world also help to extend the circle of their transactions by the products exported from them, which increase their means of exchange. Besides local trade or that between port and port, instead of being, as is the case with other nations, a question of chance, is for them the natural corollary of those advantages which enable them besides to keep up a considerable merchant fleet in these waters, forming indeed one half of the total amount of foreign tonnage. Of 88 houses of business, 58 are British, in which we include 7 Parsee houses of good standing; the broking and commission houses, with very few exceptions, and all the banks, except one, are also British. 3 docks, 1 ship-building and 2 ship-repairing establishments are managed by British subjects and worked with British capital.

Americans.—The Americans at Shanghai are, as is the case everywhere else, in the ascendant as regards shipping, it is impossible to compete with their steamers, except by opposing them by others of the same kind and built on the same model. On the Yang-tze line, seven steamers out of nine are American; the others are distributed on the Ningpo, Hong Kong, and Japan routes; almost all are built with engines on the walking beam principle, one of them—the "Suwonada,"—bears the palm for the rapidity of her coast voyages; she averages 14 knots.

The fleet of merchant sailing vessels of the United States, now that the seas are free, will soon resume its former importance; many American clippers, during the war, flew foreign flags. This year the tonnage of sailing vessels and steamers was the same as in 1864, amounting to one-half that of the English vessels.

Six large American firms exist at Shanghai, besides extensive stores and establishments for building and repairing vessels. These firms receive from America, cotton goods, lumber, flour, corn, and quicksilver; and they send in return green teas and straw braid. This year a cargo of black tea was, for the first time, sent to San Francisco. However, the transactions of American merchants are not confined to the affairs of their own countries; they participate also in the direct trade with England.

The Pacific line of steamers will, doubtless, rapidly increase business relations between the United States and China; they will, in the first place, carry a considerable quantity of silk, which, by the English mail steamers, has hitherto passed through London; and if, as we may expect, they correspond in quickness and comfort, to what the Americans know so well how to carry out, they cannot fail to have a beneficial effect upon general commerce, and more particularly upon that of Americans in Shanghai.

Germans.—Judging from the Return Tables of exports and imports, German commerce would appear almost null, and would be disposed of by the mention of a few articles of relatively very small value; but the Germans, not finding in their own country sufficient elements of business, go elsewhere to seek them, and thus create a trade for themselves; their houses in Shanghai order out manufactured goods from England, and return Chinese produce; they have also agents and branch houses in Japan, Siam, Singapore, Hong Kong, and other ports of China.

The Germans have, consequently, had a numerous fleet here, but, as they are all sailing vessels, it is upon them more particularly that the scarcity of freights has weighed most heavily. In 1864, 285 ships, measuring 75,714 tons, entered, and 293, measuring 81,622 tons, cleared from this port; but in 1865, only 133 vessels, of 43,180 tons, entered, and 139, of 42,148 tons, cleared, and these figures will again be diminished in 1866. Previous to the formidable competition of steamers, German vessels were in great favour with the Chinese, on account of the cheapness of their freights and the quiet and benevolent character of their masters. Almost all these vessels are under the Hamburg and Bremen flags, and come loaded with German goods which find an outlet in China; of these we have already cited some, such as woollens, cloth, Spanish stripes, matches, and needles, and, we may add, some calicoes, lead, zinc of Silesia, glassware, and stores. As Shanghai offers nothing to these vessels as a return freight, they go seeking employment on the coast or at some foreign port.

The Germans have fifteen firms at Shanghai of which four are under British protection and are branches of firms established in London. They also fill some of the professions and have some stores. The Dutch, whom we have placed under the same heading, have two houses and one commercial company. In 1865, the tonnage of their ships entered, sixteen in number, was 5,139 tons, and nineteen cleared with 6,204 tons; they come principally from Borneo and the neighbouring colonies.

French.—France, the country of “ideas,” imports many into China by means of her missionaries, but she does not care for importing cottons and woollens—leaving to more practical nations a free field for transactions of such profitable but vulgar nature. The table of imports from foreign

countries marks only a series of noughts to her credit; in exports, the item, silk and cocoons, shows 5,844 piculs and 2,415,198 taels; and although this amount is but trifling, as the total export was 43,000 bales, and as France must have taken more than half for the consumption of her manufactures, it might still convey to the reader abroad an exaggerated idea of her trade at Shanghae. Well, of these 5,844 piculs, which may be treated as 7,300 bales, French houses only exported 2,500 bales, the rest having been sent forward by English, Americans, and Germans.

French firms are five in number, besides which, there are stores, an important bank, which is a branch of the *Comptoir d'Escompte*, and an agency of the *Messageries Imperiales*. This is but little for France, which five years ago sent an army to plant her flag on the walls of Peking; and can we really hope that at some future day she will possess an important trade with China? If this is to take place she should begin with Shanghae, for, not being a tea consuming country, it is here only that she could find means of exchanging native for her own products. But we must say that we had formerly conceived more illusions on this subject than we do at the present. In 1861, France counted ten firms apparently established on a solid basis, and some well supplied stores; the figures, which we have just given, do not announce an improvement in her position; on the contrary, the war with China has attracted many foreigners to this country but no Frenchmen. Attempts are, however, made, from time to time, upon a limited scale, to introduce French cotton and woollen goods, but these are, as yet, too dear to allow of their competing with this same class of goods from Great Britain, and we must leave to "Free Trade," which the merchants of the metropolis submit to rather than accept, the task of lowering the cost of those manufactures. In the mean time those of my countrymen who are desirous of sending piece goods to China, must, like the Germans, purchase them elsewhere, and we imagine that the company, which it was reported was being formed to monopolise the silk of Shanghae and divert it from London to the profit of the Lyons and Marseilles markets, would, in the first place, have contracted with the manufacturers of Manchester in order to place itself upon an equal footing with English merchants.

But admitting, as we may do with safety, that the manufacturers of Rouen, Mulhouse, &c., deprived as they now are of protection in the sale of their productions, are enabled, ere long, to deliver them as cheaply as any other country, should we see as a consequence, Frenchmen coming to sell them in China? Alas! we should not like to make any such affirmation. What we might then probably see would be the said cotton and woollen goods going to London to be forwarded to the extreme East. The actual imports from France to Shanghae are not so null as the Returns appear to indicate; articles of fashion (*articles de modes*), jewellery, and the wines which set off the stores, represent a certain value, but the importers are foreigners. This apathy on the part of Frenchmen to leaving their country, is not a passing caprice, and it is not in a moment that it can be done away with, for it is the result of the policy pursued for so long after the fall of the colonial power of France; to inclose her commerce and her ideas in the smallest possible circle under the pretext of increasing strength by condensing them after a lapse of time, the audacity and intelligence necessary to commercial enterprises undertaken at a distance, became lost; in time too, instead of a liberal spirit, a petty and cavilling one was created; we repeatedly heard exporters of silk declare that they met with more trouble in their transactions in France than in England, and after having tried to send their silk one year to Lyons and Marseilles, came back in disgust, the following year, to

sending it direct to London. It will be seen by the following Table, that, since the working of the Messageries Imperiales line, the quantity of silk sent from China and Japan to Marseilles (we do not say landed there), has not increased. The dates are taken from July 1st of one year, to 30th July of the following.

	Bales.		Bales.
1860-61	7,850	1863-64	3,936
1861-62	6,177	1864-65	9,276
1862-63	9,970	1865-66 (1st January) ..	9,350

Whilst expressing with this bitter sincerity how much, commercially speaking, the influence of France is behindhand in China, there is, nevertheless, on our part more of impatience than of discouragement. We have perfect confidence in "free trade," and in the rapid renovation which it brings to the conceptions of a country; with the progress of manufactures commercial ambition develops itself, and a country is then not slow to understand that, in order to become truly great in trade, it must no longer limit its views to the narrow horizon which surrounds it, but spread them over the world at large. This year and last, French merchants came to pass a season in Japan, to buy a great quantity of silkworms' eggs; this shows that already the far east did not appear so distant to them, and of all the efforts made by the actual Government to direct its citizens to this country, the protection granted to the establishment of the Messageries Imperiales line, will certainly prove the most efficacious. The ability with which this line is managed, has fully responded to the expectations entertained, and has acquired for it a well merited popularity; the two steamers which maintain at Shanghae, arriving and leaving once a month, keep up appearances for French commerce on the returns both as regards tonnage and duties. The sailing vessels which frequent this port are not numerous, there are never more than three or four at a time.

Switzerland has three firms established at Shanghae, which are under French protection.

Chinese.—Whilst at certain ports, customers of Shanghae, such as Tien-tsin and Ning-po, one hears foreigners complaining that trade, even that in manufactured articles, is passing out of their hands into those of the Chinese, who order them direct—it might be supposed that the Shanghae hong, thus become centres of business, must have attained to considerable importance, but, on the contrary, it is said that no large hong, any longer exist in this place. The native firms, to whom was formerly attributed the possession of large capital of from one-half to a million of taels, which was justified by the great extent of their transactions, have disappeared: some destroyed for ever by the ravages of the rebellion; others, which were beginning to recover, undermined by the cotton bankruptcies. Large merchants regret these powerful hong, by whose means they were enabled to carry their influence into the heart of the provinces. They were then few in number, and nearly monopolised the trade of the interior with foreigners; now many hong, of secondary class, have established themselves in the settlements, and, as business is in consequence more divided, the chances of a rapid extension are less both for the one and the other.

There are about 150 hong in the settlements, three of which only are said to traffic to any extent with the Yang-tze ports, where the native houses have not yet sought, in any perceptible way, to shake off the intermedium of foreigners. These three hong are well supported by the native banks, who purchase with confidence their long dated drafts on these ports. But at Tien-tsin, if we except opium, every day fewer of the transactions of that port with Shanghae are conducted by the foreigners established there. The Chinese have every advantage in this competition; their

establishments and their way of living are of the simplest, and impose but slight charges on the goods they receive. It is estimated that there are at least thirty hongts trading specially with the north, some of which have from 50,000 to 100,000 taels of capital; employing as they do, steamers only in their trading operations, they can, thanks to the rapidity of communications, arrange for the settling of their accounts with their constituents in such a manner as to greatly facilitate their business.

The people of Chekiang do better still; they come to Shanghae to make their purchases, and do so from the importers themselves; it is for this reason that the hongts have benefitted but little or nothing by the business which has been lost by foreigners at Ningpo. Every day a steamer leaves the one port for the other, and carries the native dealer for 1½ dollars, 3 dollars for the round trip. Some small money spent at Shanghae, he has no other expenses, and he thus saves the commission he formerly paid. This new system may appear incompatible with the natural dilatoriness of a Chinaman; but though indolent and weak where other people's interests are at stake, the same man is full of ardour when his own are concerned, and does not think of trouble; many a very rich merchant never rests, he travels continually, passing from a large into a small boat, and living as frugally as the servant who accompanies him. The precision and rapidity of steam navigation will soon cause the prosaic maxim "Time is money" to pass, little by little, into the "flowery language;" old men must already recognise the fact that in their time people were not so hurried. The disappearance of the prejudice against the use of steamers from all classes of native society, is the most patent evidence of the progress resulting to China from her contact with foreigners. Graduates going to Peking for their examination; mandarins decorated with buttons of every colour rejoining their posts—all refuse to travel by any other conveyance but the "ships with fire wheels;" and the time when China will have her own steamers, and will learn to build and manage them, is already spoken of.

Summary.

A few words more to recapitulate this too long report. The state of Shanghae, it must be confessed, was not at one time very assuring. Its prosperity has passed away was the cry; its merchants who appeared to be so clever were merely rash men, whose credit rested on no solid basis; its trade no longer exists; the good understanding formerly prevailing has been replaced by deep rooted quarrels; its administration has incurred debts which it is unable to pay, and every one holds himself aloof from it, &c., &c.

What do we see at the end of 1865? The municipal councils, whose authority was confirmed by the decision of the tribunals, have recalled dissentients to order (they were it is true but few in number); placed financial matters on a proper footing, and restored public confidence; meetings have resumed that conciliatory tone which rendered them so worthy of admiration. Public works, although necessarily fewer in number, have however been marked, and have satisfied general demands. Several private enterprizes, such as a theatre and gas, give to the settlements a daily increasing resemblance to a European town. The Chinese population, diminished in a day by emigration, has commenced a gradual growth, attracted by just and wise measures.

From a commercial point of view, it is true, the condition of Shanghae is no longer the same. From causes already enumerated, many have disappeared from the scene; and the losses by speculations have opened peoples' eyes, and put a stop to the fictitious animation of preceeding years.

The effect produced upon foreign houses is also the same as that upon native hong's; their number is more considerable; henceforward more time and more work will be requisite to acquire the profits of bygone days. But, putting aside private interests, we have seen that commerce as a whole has progressed onwards, nor is there any reason to be surprised at this result. Situated as Shanghai is, near the silk districts, and connected with them by magnificent canals, occupying on the coast a central position, which necessarily makes it a general entrepôt for the ports of the Yang-tze, of the north, of Ningpo, and of Japan, trade made by foreigners has a vitality of its own, and rests upon such foundations that progress it must, whereas, in second rate ports, it would decrease and be absorbed by native hong's. A crisis, however terrible it might be, could not therefore deprive this port of its title of "the commercial capital of China;" nor will the cosmopolitan republic of the settlements, thanks to the good sense and practical spirit of its citizens, ever cease to merit the appellation (disputed at one time) of "model settlements."

(Signed)

P. GIQUET, *Lieutenant de Vaisseau,*
Commissioner of Customs.

To Robert Hart,
Inspector-General of Customs.

Commerce d'Amoy pendant l'Année 1865.

Bureau des Douanes Maritimes,
Amoy, 31 Janvier, 1866.

M. l'Inspecteur-Général,

EN conformité de vos instructions, j'ai l'honneur de vous adresser un Rapport sur le commerce du port d'Amoy pendant l'année écoulée de 1865.

Lorsque l'année dernière à la même époque vous receviez, M. l'Inspecteur, les relevés statistiques ("Returns") du trafic de ce port, une partie considérable de la contrée, dans son voisinage, était en état d'anarchie. Une cité importante, Chan-chaou-fou, qui constituait un des ses plus grands marchés, fût au pouvoir des rebelles "Tchan Mao," et la ville d'Amoy elle-même, menacée de leur invasion, fût en proie à des inquiétudes et alarmes qui paralysaient les affaires et arrêtaient les transactions commerciales.

Mon honorable prédécesseur, Mr. Hughes, en vous présentant M. l'Inspecteur, son Rapport sur le commerce de l'année écoulée, vous faisait remarquer que jusqu'à la prise en Octobre 1864 par les rebelles, de Chang-fu-t'sei, la prospérité commerciale d'Amoy depuis plusieurs années consécutives allait croissant, et qu'il y avait lieu d'espérer qu'après le rétablissement de la paix et la retour de la sécurité, son commerce reprendrait bientôt son état normal et sa marche progressive.

Il est, M. l'Inspecteur, satisfaisant de constater que ses espérances semblant déjà être réalisées en grande partie aujourd'hui.

En effet, depuis la délivrance en Avril dernier de Chan-chow-fou, depuis que les rebelles ont évacué ses districts avoisinants dans la province de Fo-kien, le trafic d'Amoy a repris sa marche ascendante, comme il peut être constaté par les relevés trimestriels des revenus des douanes ci-après.

				Taels.
1 ^r Trimestre	..	..	..	87,899
2 ^d "	..	..	..	98,188
3 ^d "	..	..	..	117,095
4 ^d "	..	..	..	168,854—ou à peu de chose

près environ le double du premier Trimestre.

Ceci établi, j'aurai maintenant, M. l'Inspecteur, l'honneur de vous soumettre un aperçu sommaire sur divers chapitres qui composent les relevés statistiques, en consignant quelques remarques y relatives.

I.—*Mouvement du Port.—Tonnage.*

1865.	Navires entrés dans le port	.	802	jaugeant ensemble	.	276,319	tonneaux.
1864.	„ „	.	661	„	.	210,539	„
			141	navires entrés	.	66,280	„
				en plus, sur l'année 1864.			

1865.—Pour les navires sortis du port, il y a une augmentation de 125 navires, jaugeant 70,693 tonneaux. Le mouvement général du port pendant l'année 1865 se résume en 1,582 navires tant entrés qu'expédiés du port. Ce nombre comprend 265 bateaux à vapeur, dont il convient de dire quelques mots.

En outre des bateaux à vapeur qui sont arrivés accidentellement des autres ports, il y a eu, pendant l'année 1865, une circulation constante et régulière de six steamers—trois appartenant à la Compagnie Peninsulaire et Orientale, et trois à Mr. Lapraik, qui faisaient le trajet aller et retour entre Hong Kong et Fout-cheou, avec l'escale sur Swatow et Amoy. C'est par ces steamers que se fit presque la totalité d'importation d'opium dans ce port, comme aussi une certaine partie du commerce des côtes ("coast trade").

L'année écoulée a été malheureuse pour deux de ces steamers, "Corea" et "Chanticleer," perdus corps et bien, au mois de Juin, dans un typhon entre Hong Kong et Swatow.

Un troisième, "Pootung," a été confisqué par le Gouvernement Chinois pour commerce illégal dans un port non ouvert par les Traités aux pavillons étrangers.

II.—*Importations.*

La valeur des importations (en chiffres ronds) se résume comme suit :—

	Dollars.
Les produits étrangers venant des ports étrangers	
représentent	5,870,462
Opium	3,060,550
Produits indigènes, ports de Chine	3,760,231
Produits étrangers „	283,481
Ensemble	12,954,714
Elles étaient en 1864	9,419,625
Ce qui fait	3,555,099 d'augmentation
sur l'année 1864. Elle n'était pour cette dernière comparativement à 1863 que d'environ \$1,000,000.	

L'augmentation de 3,555,099 dollars de l'année dernière est due d'abord à l'augmentation dans l'importation du riz qui a été plus de cinq fois plus considérable que dans l'année 1864, et qui a eu pour cause le déficit dans les récoltes, en conséquence de la fuite des populations rurales et de la dévastation des campagnes pendant la présence des rebelles dans les contrées voisines de ce port.

Elle est due ensuite à une importation plus considérable d'opium. Depuis l'ouverture au commerce étranger des ports de Formosa, le marché d'Amoy les approvisionne dans une certaine mesure de ce narcotique et peut en expliquer l'augmentation.

Ci-dessus un Tableau comparatif des principaux objets d'importation :—

Dénomination des Produits.	1864.	1865.	Augmentation.	Diminution.
	Piculs.	Piculs.	Piculs.	Piculs.
Opium	4,774	5,156	382	..
Cottonades (cotton yarn) ..	3,205	3,936	731	..
Lainages (cotton pieces) ..	65,230	88,643	23,413	..
Coton	42,415	46,377	3,962	..
Métaux	27,501	15,259	..	12,242
Tourteaux d'engrais (bean cakes) ..	306,129	265,601	..	41,128
Haricots et pois (beans and peas) ..	202,124	187,569	..	14,615
Riz (rice)	150,814	822,546	671,732	..
Froment (wheat)	7,312	84,137	76,825	..

III.—*Exportations.*

La valeur des exportations se résume comme suit :—

Exportations générales pour les	Dollars.
ports étrangers	1,606,844
Ports de la Chine	1,092,514
Ensemble	2,699,358
Elles étaient pour 1864	3,773,811.

1,074,453 de diminution sur l'année 1864.

Cette diminution résulte de la quantité spécialement moins considérable des sucres et thés.

Un tableau comparatif ci-après des principaux produits d'exportation fait voir la différence entre 1864 et 1865.

Dénomination des Produits.	1864.	1865.	Augmentation.	Diminution.
	Piculs.	Piculs.	Piculs.	Piculs.
Thé	53,632	43,742	..	9,890
Sucres	128,677	51,317	..	77,350
Nankins	2,454	2,016	..	438
Papier, 1re et 2de qualité ..	22,249	24,808	2,859	..
Médecines	1,959	1,609	..	350
Fers	6,257	3,561	..	2,696
Tabac, préparé	3,264	2,747	..	517
Vermicelli	2,929	2,861	..	58
Or en feuilles (gold leaf) .. Pieces	51,495	16,523	..	35,175

IV.—*Re-exportations.*

Produits étrangers ré-exportés dans les	Dollars.
ports étrangers	70,663
Id. ports Chinois	1,100,355
Produits indigènes, id.	28,279
„ „ ports étrangers	17,839
Ensemble	1,225,636
Elles étaient en 1865	774,877
Ce qui fait	450,759 d'augmentation en faveur de 1865.

V.—*Estimation du Traffic.*

En additionnant la valeur des importations, exportations, et ré-exportations, on arrive à un total de 16,899,718 dollars, qui représente pour l'année 1865 la valeur générale du trafic à Amoy.

Elle était pour l'année 1864 de 13,968,313 dollars, ce qui constitue en faveur de 1865 une augmentation de 2,931,403 dollars.

VI.—*Droits Perçus.*

	Taels	m.	c.	c.
Le total général des droits				
perçus en 1865 est ..	471,978	2	9	6
Il était en 1864 ..	474,909	4	0	4

Présentant la somme de . 2,931 0 0 5 de diminution sur l'année 1864.

Cette diminution insignifiante peut être attribuée spécialement aux circonstances locales qui ont retardé l'exportation des thés à l'étranger. Une quantité assez considérable de la dernière récolte, contrairement à ce qui se pratiquait les années précédentes, ne s'expédie que dans cette saison.

L'importation considérable du riz et autres denrées alimentaires qui ne paient pas de droits, tout en constituant en réalité l'extention du trafic, explique au surplus suffisamment la cause de la diminution très peu importante dans les revenus de cet établissement. Elle peut en même temps justifier l'assertion que si le pays environnant n'avait pas, par suite des troubles anarchiques, éprouvé de disette, l'argent mis à l'achat des produits de première nécessité aurait pu être employé à d'autres transactions commerciales soumises aux droits, et les sommes reçues de ce fait auraient présenté une augmentation et non une diminution en 1865 sur 1864.

VII.—*Observations et Faits.*

Il peut ne pas être sans intérêt de remarquer que la valeur des importations, en en déduisant l'opium des produits étrangers, et la valeur des importations et exportations des produits indigènes (native) ne présente pas de différence très notable. Il est également à observer que dans le port d'Amoy, les marchands chinois font dans une grande mesure les affaires par eux-mêmes, sans intermédiaire des commerçants étrangers. Ils apprécient sans doute chaque jour de plus l'avantage des navires Européens sur leur propres jonques, mais ils apprennent en même temps à se passer de l'assistance des étrangers. Aussi il est à constater que, malgré l'extention manifeste du trafic, la communauté commerçante Européenne non seulement n'augmente pas, mais tend même à diminuer. En effet, l'année dernière les deux plus importantes maisons de commerce en Chine ont supprimé leurs agences spéciales à Amoy.

La somme minime de 59 taels, 4 mace, 2 candarines, 5 cash, des droits de transit qui ne figure pas dans les relevés des droits perçus en 1865, présente une indication suffisante que les transactions commerciales se font généralement par des chinois.

Il se peut que la facilité que leur offre l'Administration des Douanes en ce port de n'avoir à présenter qu'en Chinois, sans être traduites en Anglais, des demandes de permis d'embarquement et de débarquement de leur marchandises contribue en une certaine mesure au mouvement des affaires, en épargnant aux indigènes les embarras, perte de temps, et peut-être aussi la commission qu'ils auraient à payer aux traducteurs.

L'administration du reste, M. l'Inspecteur, entrant dans l'esprit de vos instructions, offre au commerce toutes les facilités compatibles avec les intérêts du Gouvernement Chinois.

L'année dernière, un phare a été élevé sur une des îles aux frais de l'établissement qui en supporte également ceux de surveillance et entretien.

Cette mesure, très nécessaire, vu la situation topographique du port a été reçue avec satisfaction par sa communauté commerçante.

Parmi ses besoins actuels, je puis vous signaler, M. l'Inspecteur, l'utilité qu'il y aurait à construire dans ce port un quai avec débarcadère pour arrimage des bateaux à vapeur en même temps que d'un hangar abri pour chargement et déchargement de leurs marchandises. Le nombre de 265 steamers qui ont visité Amoy l'année dernière, justifierait les dépenses qui en résulteraient, dépenses dont une partie je pense serait acceptée par les propriétaires de ceux qui font régulièrement le trajet entre Hong Kong, Swatow, Amoy, et Foutcheou.

VIII.—*Conclusion.*

En définitif, M. l'Inspecteur, la campagne commerciale de l'année dernière du port d'Amoy, considérant surtout les circonstances déplorables où il se trouvait à la fin de 1864 et au commencement de 1865, et que j'ai eu l'honneur de vous signaler au début de mon rapport, peut être envisagée comme satisfaisante et se résume ainsi :

Importations.—12,974,724. 9. 7. piastres Mexicaines, équivalent à 4s. 6d. per 1 dollar, à 2,919,318l. 2s. 4d., sterling.

Exportations.—2,699,358 piastres Mexicaines,—à 607,355l. 1s. 1d., sterling. Ensemble, 15,674,082 dollars, équivalent 3,526,668l. 3s. 5d., ou 88,166,700 francs (25 francs une livre sterling).

Droits Percus.—Haequan 471,978 taels, 2 mace, 9 candarines, 6 cash, équivalent 162,242l. sterling, équivalent 4,056,050 francs.

Ces résultats continuent la marche progressive du commerce des quatre années précédentes, à commencer de 1862, la première de l'installation à Amoy de l'administration des douanes sous la direction de l'Inspectorat Européen.

Daignez agréer, je vous prie, M. l'Inspecteur Général, l'expression de ma considération la plus distinguée,

(Signé)

C. KLECZKOWSKI,
Le Directeur.

M. Robert Hart,
Inspecteur-Général des Douanes.

Report on the Trade at the Port of Chinkiang for the Year 1864.

*Office of Maritime Customs,
Chinkiang, April 30, 1865.*

Sir,

GREAT expectations had been formed that the trade of this port would derive a considerable impetus from the capture of Nankin in the summer of 1864, and various efforts have been made to foster and develop this tendency as well on the part of foreign merchants interested in the port who have proposed the erection of a wharf for steamers to discharge alongside,—a scheme which, although rejected for the present by the land-renters, will ultimately have to be adopted as a public necessity, as by the Chinese Government, who have been engaged in deepening the outlet of the Imperial canal adjoining the foreign settlement, so as to afford direct communication with Soochow from the Yang-tze river.

Some distrust seems to prevail amongst those of the land-owners resident at Shanghai, but far from being shared in by their representatives here, as to whether the trade to be derived from the execution of these and similar public works, would enhance the value of their property in anything like a fair proportion to the outlay incurred in building a public

jetty for steamers. But surely all the considerations that induced them to purchase land so extensively three years ago, cannot have become so reversed in application as to cause them to desist from all efforts to preserve their property and to reject such a proposal as the erection of a steam wharf so calculated to render it generally remunerative.

The trade at this port is far from being so insignificant as is generally supposed. With an import trade of from 1,000 to 2,000 chests of opium annually, and Hankow produce arriving to the extent of nearly 100,000 piculs deadweight during the year, foreign property here ought to be valuable; but from the very circumstance of nearly all the land along the river frontage and a great portion of the ruined but once populous suburbs of the city lining the banks of the Imperial canal adjoining the settlement, being the property of foreigners, instead of instilling a vitality to the place, seems to cripple and hamper its development, owing to their not taking any steps to render the settlement available for landing and storing goods, and thereby attracting the native dealers to the place.

There is as yet no great demand for foreign goods, with the exception of the opium above-mentioned; but from the situation of Chinkiang at the intersection of the Imperial canal on the right bank of the Yang-tze river, with the northern branch of the canal on the opposite shore communicating with the wealthy districts to the north of the city of Yang-chow, and commanding the internal trade of several provinces, this port must be considered to possess many natural advantages. The other articles imported from Shanghae are limited to 2,000 piculs of sandalwood, about 8,000 piculs of Swatow and Manila sugar, and in piece goods to 3,000 pieces of grey and white shirtings.

The trade in Hankow produce supplies the steamers with considerable freight, as they often discharge from 2,000 to 3,000 packages each trip of oil, tallow, and tobacco.

The exports of copper cash to the upper river ports, amounting to 113,000 piculs, also contribute largely to the steamer traffic on the river, where it is used in the purchase of teas.

During the year now under review, similar large quantities of oil, tallow, and paper were imported from Hankow as in the previous year, but these quantities have been greatly exceeded during the four months of the year 1865 already elapsed, showing an elasticity that has only declared itself since the close of last year. The following being the principal items:—

	Year 1863.	Year 1864.	To April 30, 1865.
Wood oil Piculs ..	29,301	26,323	28,855
Tallow, vegetable "	9,875	10,043	8,429
Hemp "	545	8,641	6,062
Leaf tobacco "	4,834	6,028	2,261
Prepared tobacco "	3,552	5,860	1,105
Paper, inferior "	10,794	11,735	1,369

In foreign goods and sugar imported from Shanghae, a similar improvement for the four months, to 30th April 1865, is noticeable, viz:—

	Year 1863.	Year 1864.	To April 30, 1865.
Grey shirtings .. Pieces ..	550	2,050	3,478
White shirtings .. " ..	2,550	863	2,647
Opium .. Piculs ..	600	1,716	1,300
Sugar, brown, foreign .. " ..	400	2,536	804
" " native .. " ..	..	3,588	3,728
" white, native .. " ..	..	1,969	1,970

Some silk piece goods are exported hence to Hankow, a description of which, a kind of satinete, used to be manufactured only at Chinkiang, and the weavers who migrated to the northern shore of the Yang-tze, are now returning since the dispersion of the rebels.

A large Government salt depôt is being constructed, while a deep cutting, especially for salt boats, has been made leading into the Imperial canal from the northern bank of the river, which will attract some additional business to the port.

The Chinese authorities attach great importance to this place, and are confident that the trade will revive so soon as the country population are able to reap a harvest or two from fields now only being brought into re-cultivation. Canal dredging is being conducted in every direction, and one is shortly to be excavated that leads to districts to the back of Nankin whence tea is obtainable.

These inland canals are said to be a great saving in getting supplies conveyed up the country, as the current in the main river is too strong in summer for ordinary boats.

I have, &c.

(Signed)

CHARLES A. LORD,

Acting Commissioner of Customs.

To Robert Hart, Esq.,

Inspector-General of Customs.

